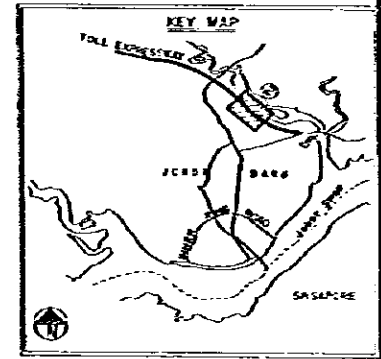
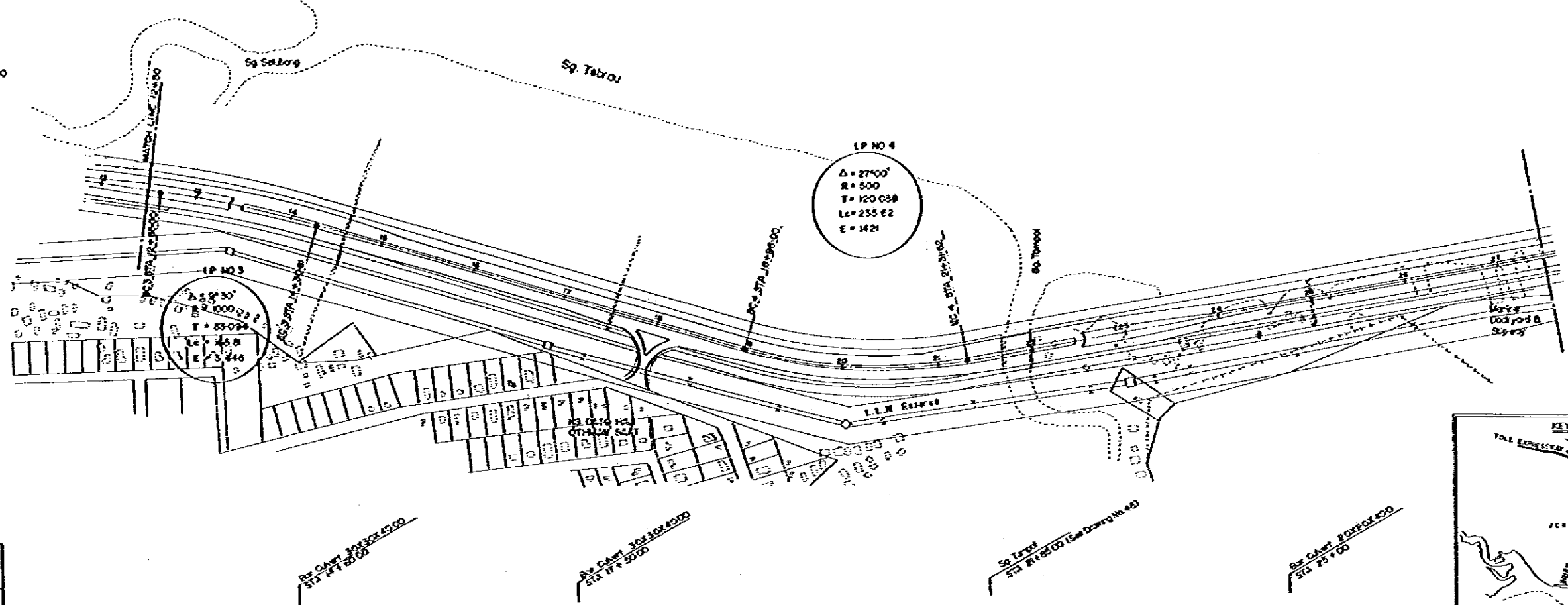
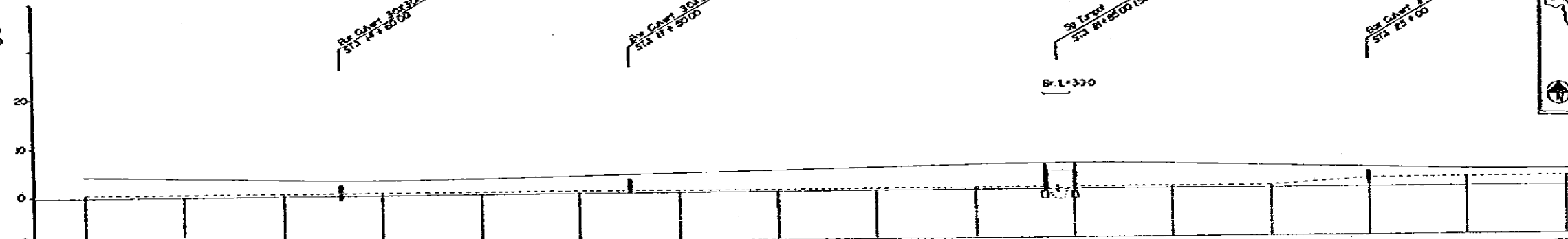


PLAN
SCALE = 1:2500



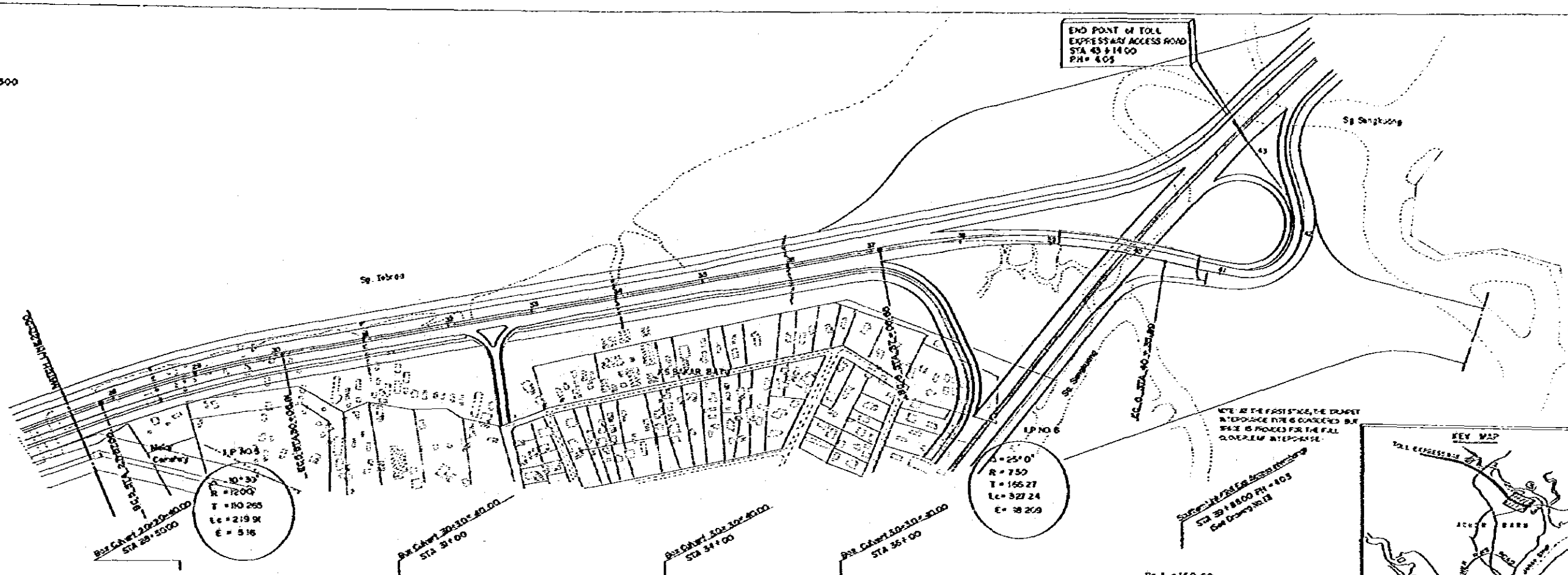
PROFILE
SCALE = V = 1:500
H = 1:2500



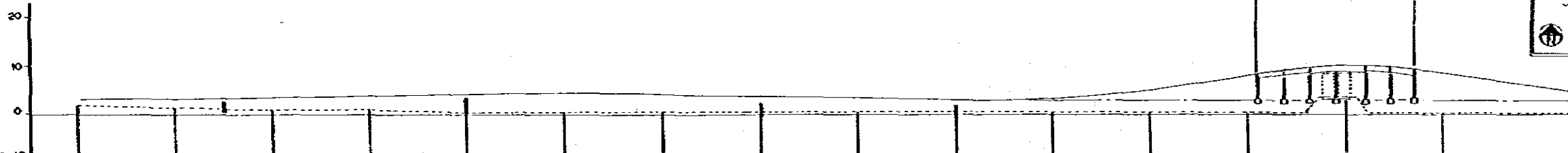
PROPOSED HEIGHT (m)	4.200	3.600	3.400	3.170	3.300	3.800	3.800	4.200	4.500	4.800	4.910	4.860	4.220	3.780	3.340	3.040
EMBANKMENT HEIGHT (m)	3.7	3.3	2.9	2.7	2.8	3.1	3.4	3.7	4.0	4.3	4.4	4.2	3.7	3.6	1.3	1.1
CUTTING DEPTH (m)																
GROUND HEIGHT (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	2.0
ACCUMULATE DISTANCE (m)	00000	20000	60000	100000	140000	180000	220000	260000	300000	340000	380000	420000	460000	500000	540000	580000
DISTANCE (m)	2000	6000	3000	10000	3000	10000	10000	10000	10000	10000	3402	6806	10000	10000	10000	10000
STATION	12	16.5	15	14	13	12	11	10	9	8	7	6	5	4	3	2
CURVE (m)	L = 65 R = 1000 LP NO 3			L = 66.9 R = 455.19			R = 500 LP NO 4			L = 235.52				L = 568.38		

PROJECT	GRADING TITLE	SCALE	TOTAL SHEET
TOLL EXPRESSWAY ACCESS ROAD	PLAN & PROFILE 2/3		43

PLAN
SCALE 1:2500



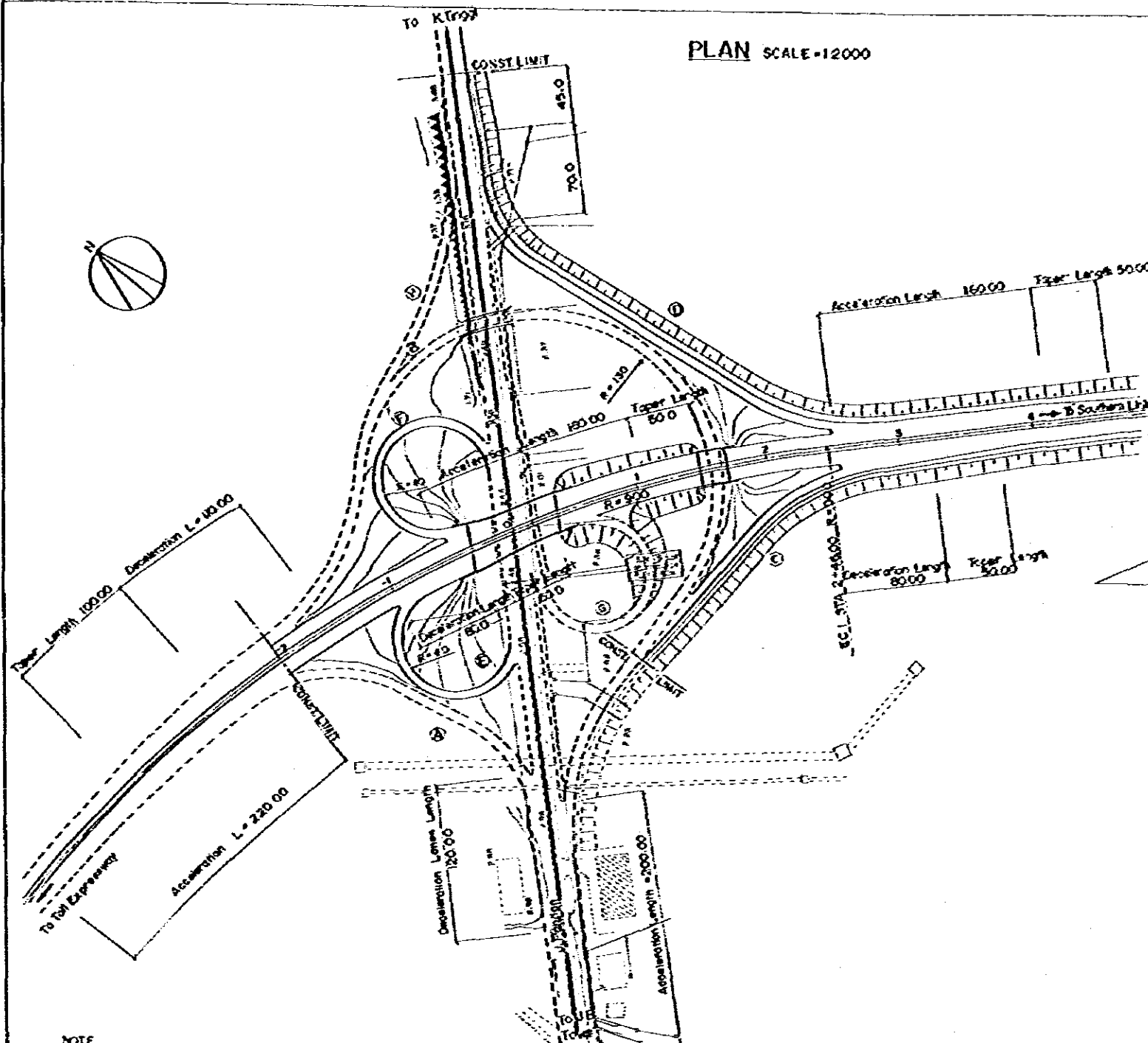
PROFILE
SCALE: V=1:500
H=1:2500



	27+00	28+00	29+00	30+00	31+00	32+00	33+00	34+00	35+00	36+00	37+00	38+00	39+00	40+00	41+00
PROPOSED HEIGHT (m)	3.00	3.20	3.50	3.80	4.10	4.30	4.10	3.70	3.30	2.90	2.30	1.60	0.80	0.10	0.50
EMBANKMENT HEIGHT (m)	1.1	1.7	2.3	2.8	3.7	3.0	3.5	3.2	2.8	2.4	2.9	0.0	0.0	0.7	0.0
CUTTING DEPTH (m)															
GROUND HEIGHT (m)	2.0	1.5	1.2	1.0	0.5	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACCUMULATE DISTANCE (m)	27000	27700	28000	30000	30000	30000	30000	30000	30000	30000	30000	30000	30000	30000	30000
DISTANCE (m)	100.00	700.00	300.00	2000.00	300.00	1000.00	1000.00	1000.00	1000.00	1000.00	1000.00	1000.00	1000.00	1000.00	1000.00
STATION	27+00	28+00	29+00	30+00	31+00	32+00	33+00	34+00	35+00	36+00	37+00	38+00	39+00	40+00	41+00
CURVE (m)	L=87 R=1200		L=219.91		L=701.24					R=750		L=327.24		L=648	

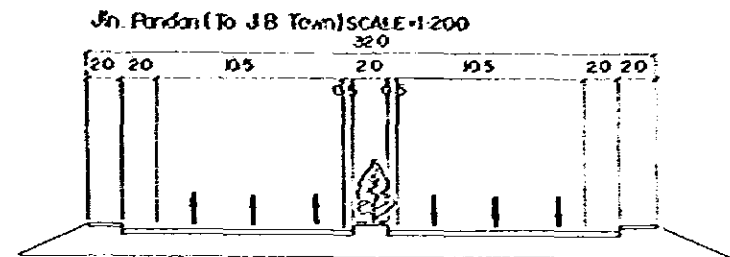
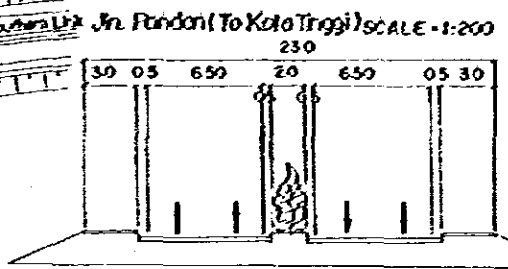
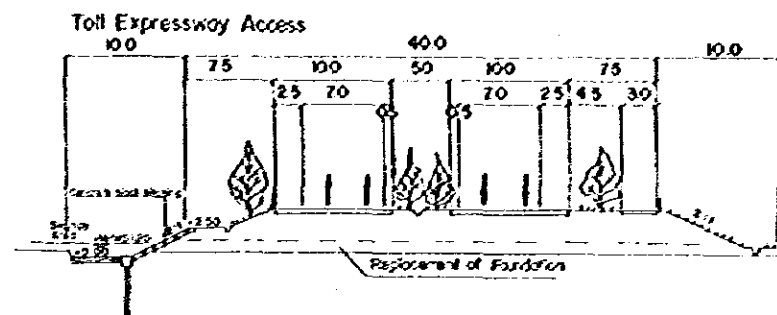
PROJECT	DRAWING TITLE	SCALE	TOTAL SHEET
TOLL EXPRESSWAY ACCESS ROAD	PLAN & PROFILE 3/3	3/3	44

PLAN SCALE=1:2000



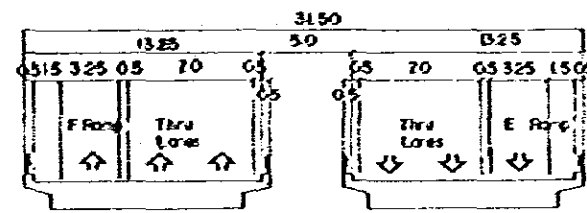
CROSS SECTIONS

NORMAL SECTION SCALE=1:300

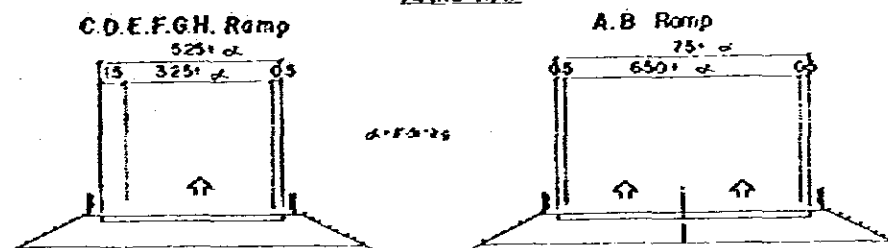


INTERCHANGE SECTION

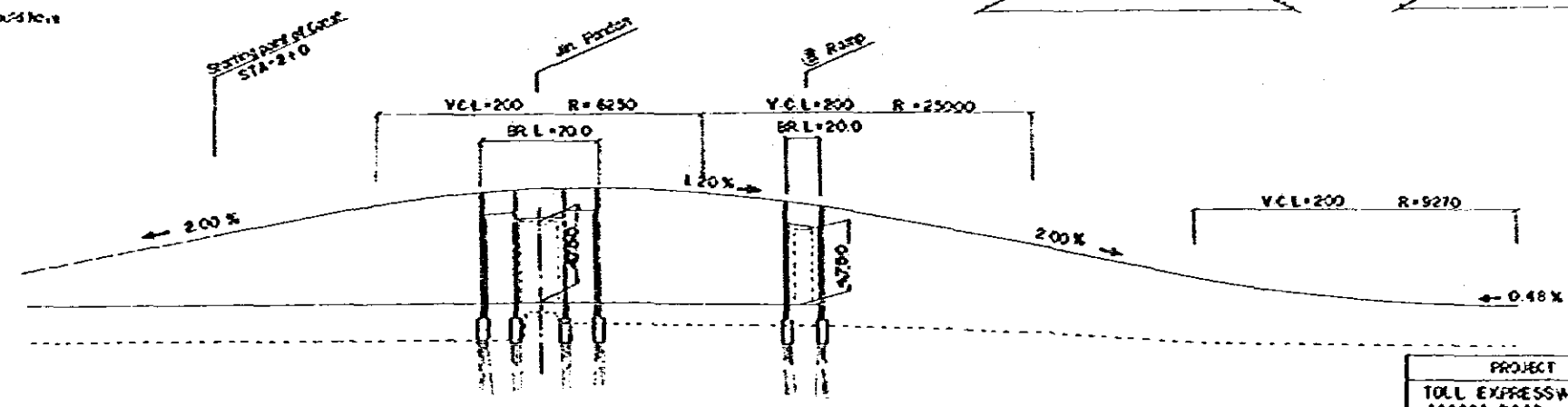
BRIDGE SECTION SCALE=1:200



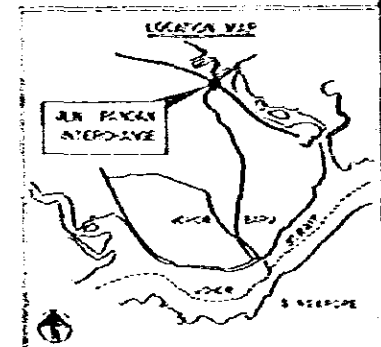
RAMPWAY SCALE=1:100



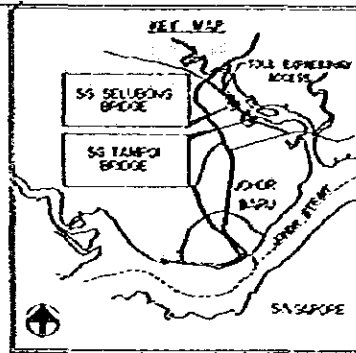
THROUGH LANE PROFILE SCALE H=1:2000 V=1:200



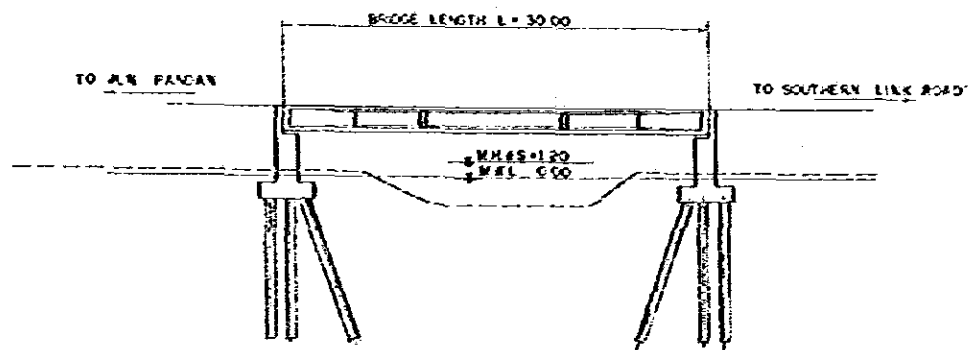
NOTE
 1) Ramp A and B are to be constructed together with the North-South Toll Expressway Project
 2) Prior to the construction of the Johore Bahru Toll Expressway Access, the Jln. Pandan Widening Project (6 lanes expansion) would have already been implemented.



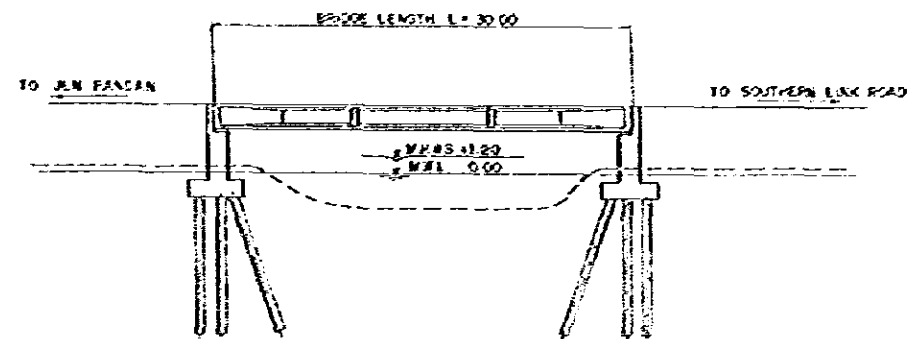
PROJECT	DESIGNS TITLE	SCALE	TOTAL SHEET
TOLL EXPRESSWAY ACCESS ROAD	JALAN PANDAN INTERCHANGE		45



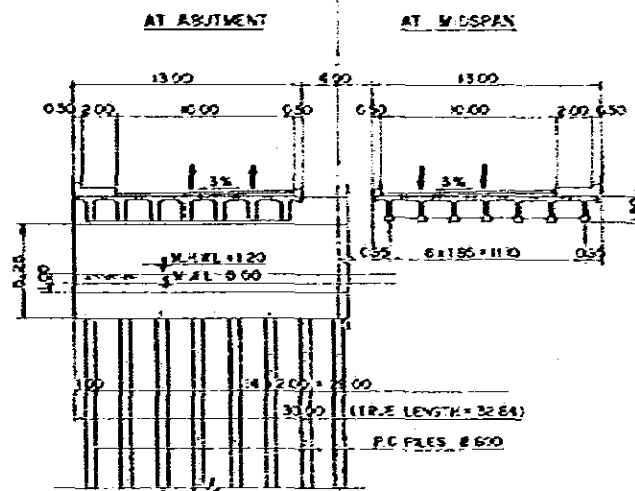
GENERAL VIEW 1:250



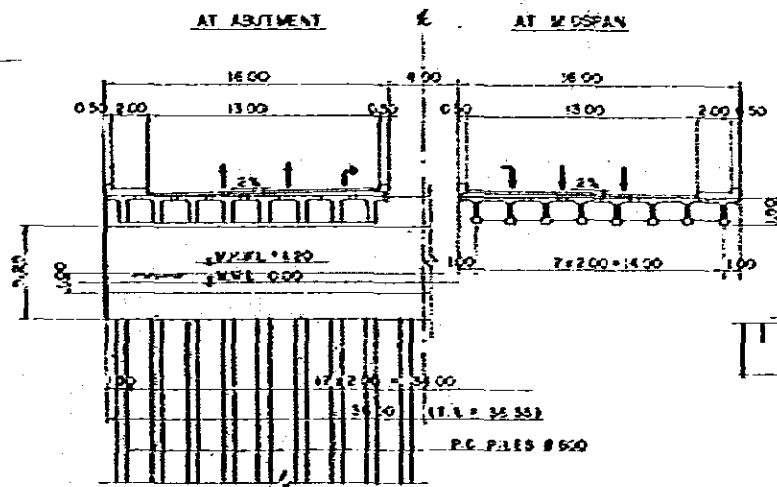
GENERAL VIEW 1:250



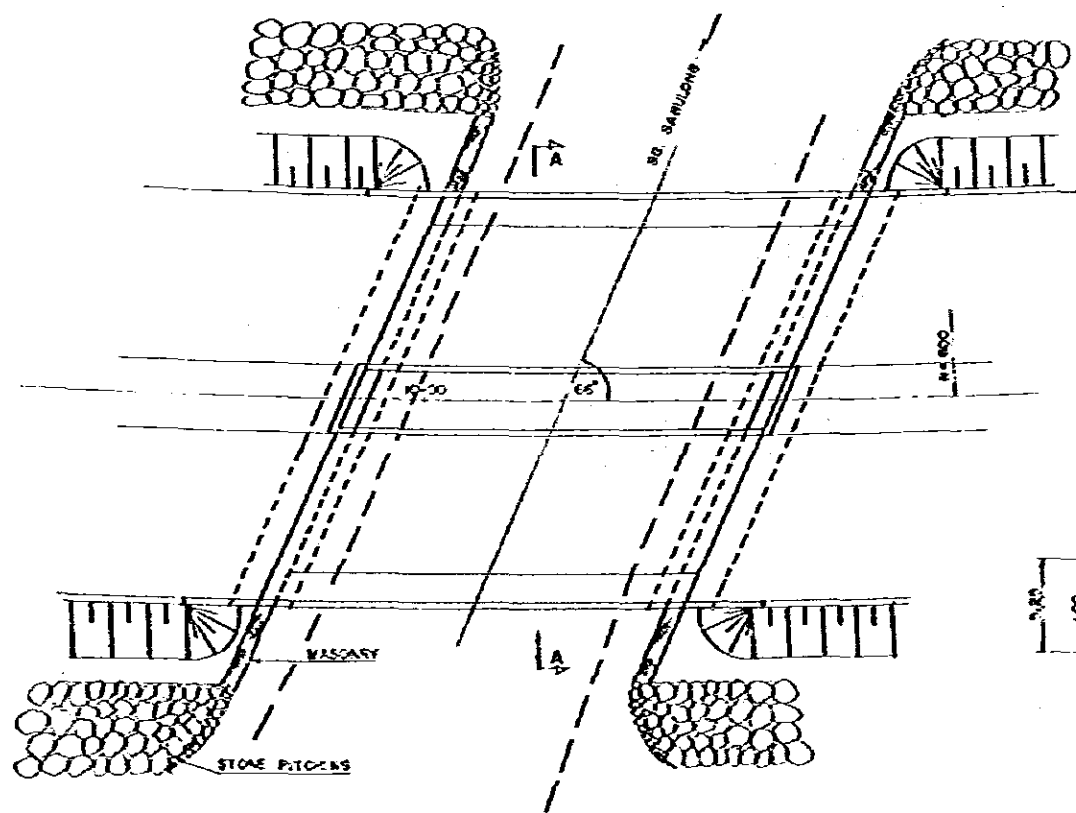
SECTION A-A 1:200



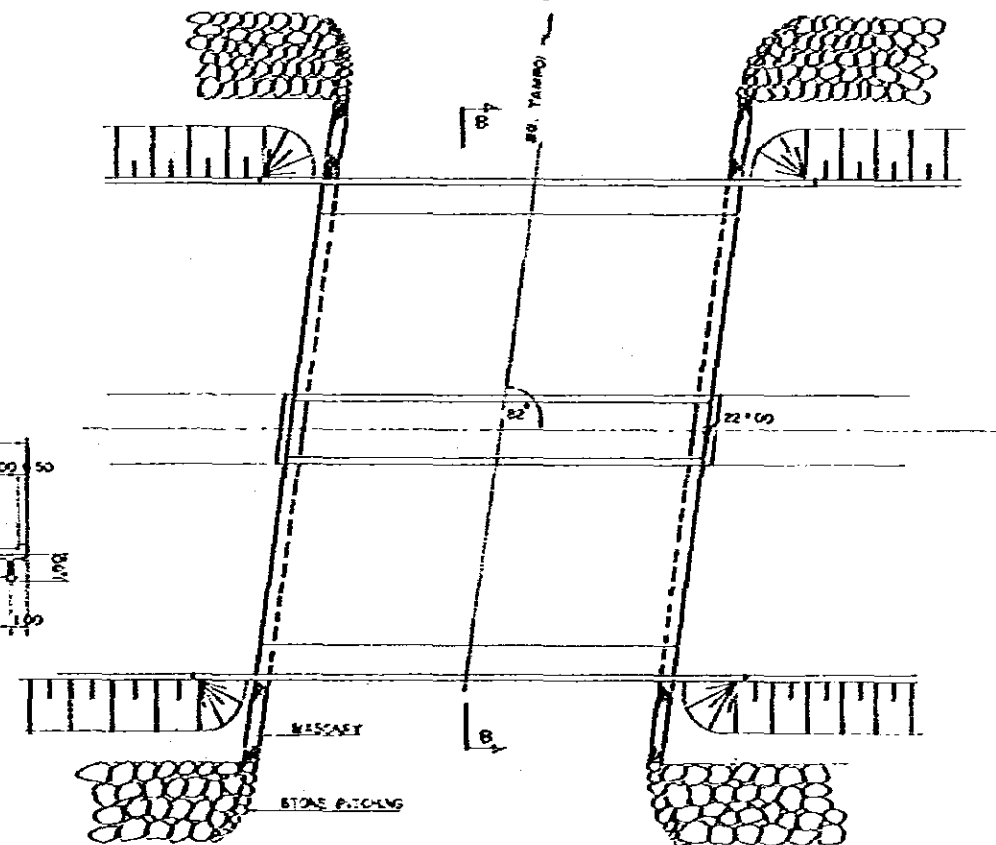
SECTION B-B 1:200



PLAN 1:250



PLAN 1:250

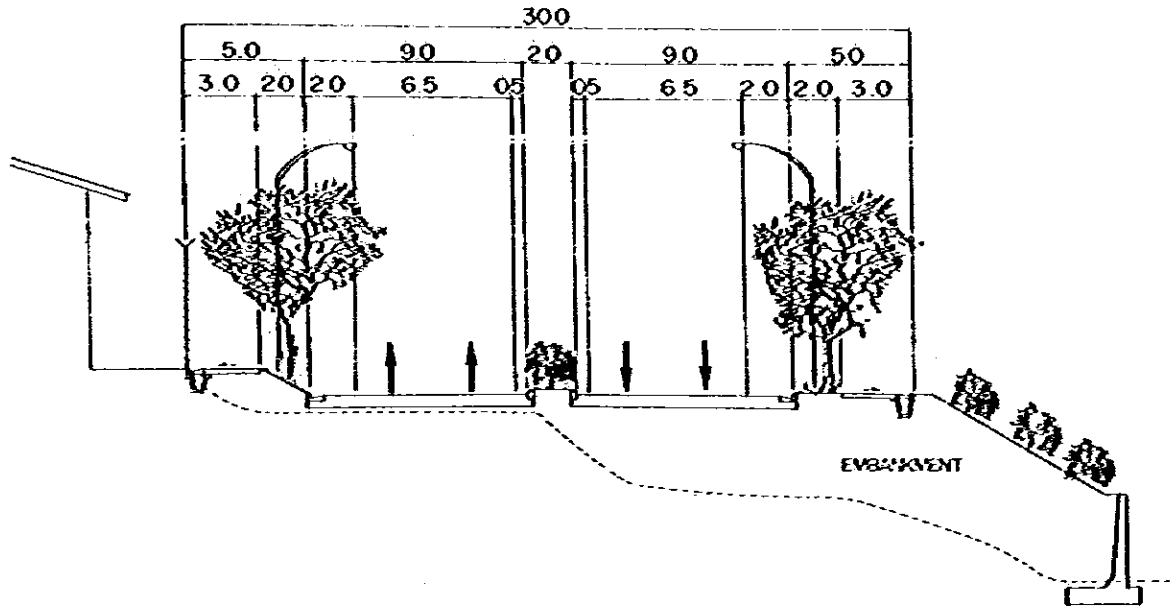


NOTE
THE SS TAMPOI BRIDGE IS WIDER IN
ORDER TO ALLOW FOR A U-TURN

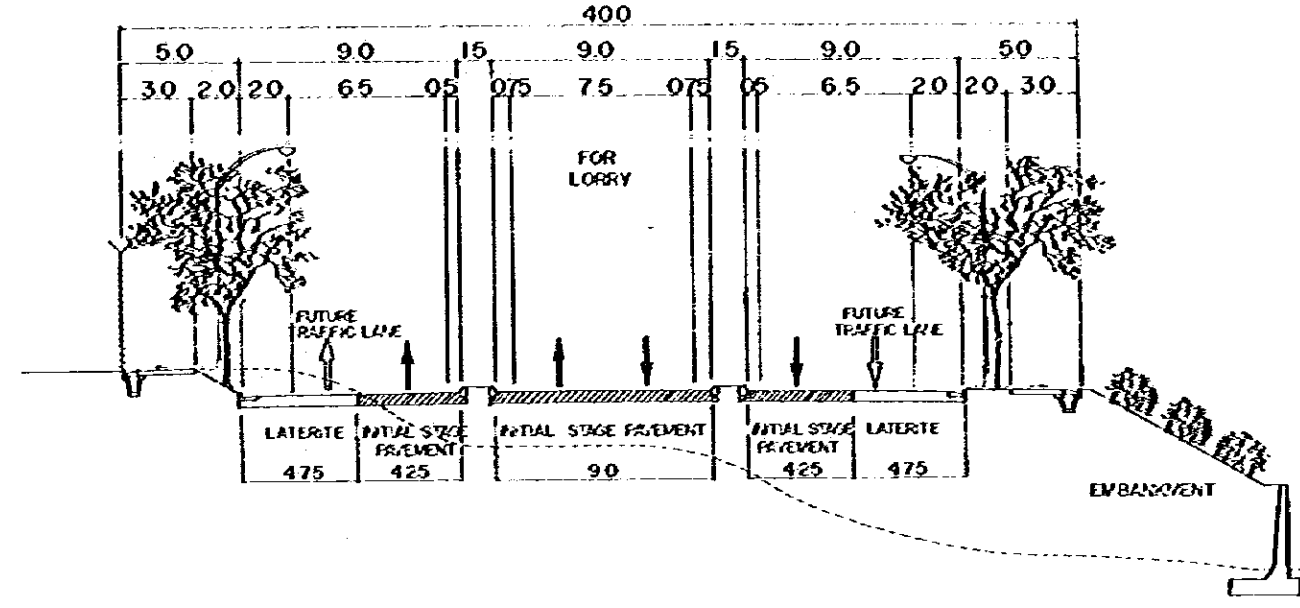
PROJECT	DRAWING TITLE	SCALE	TOTAL SHEET
TOLL EXPRESSWAY ACCESS	SURSAI SELUBONG BRIDGE SURSAI TAMPOI BRIDGE GENERAL VIEW		46

INNER RING ROAD

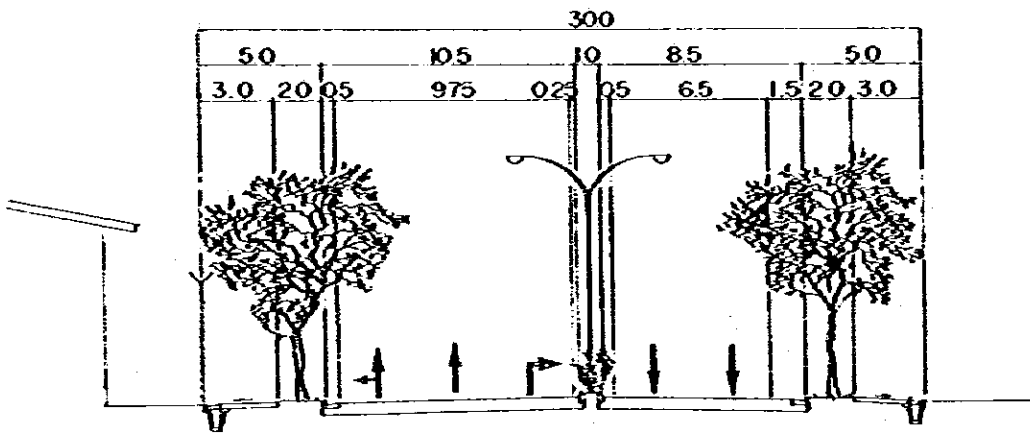
WEST RING NORMAL SECTION



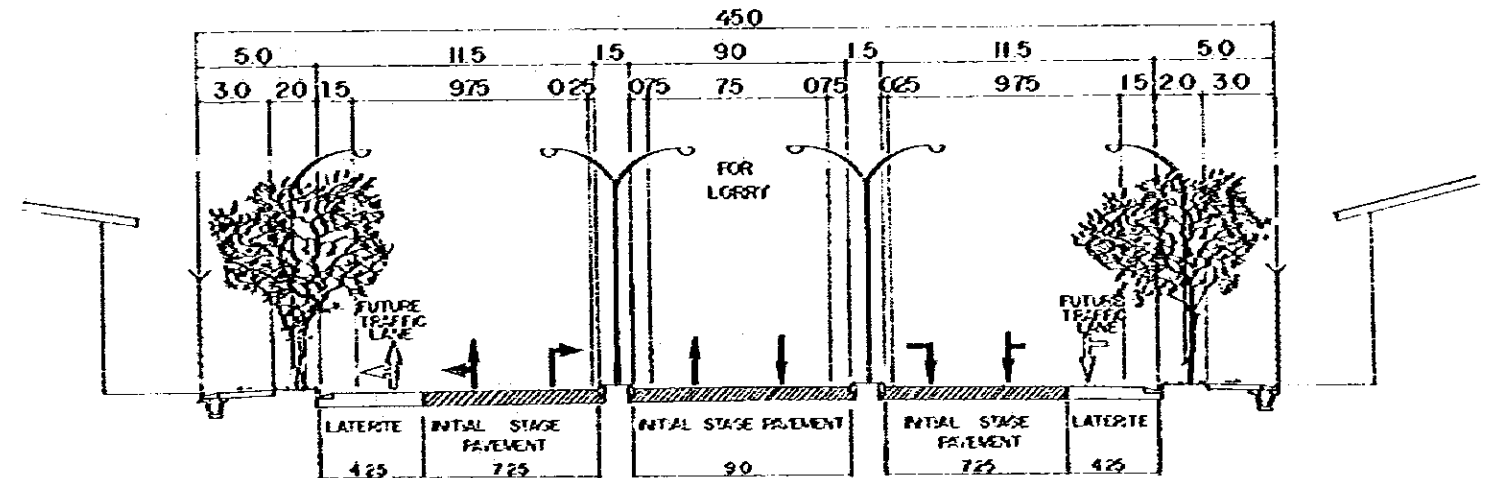
EAST RING NORMAL SECTION



INTERSECTION

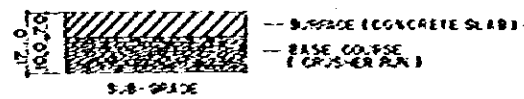


INTERSECTION

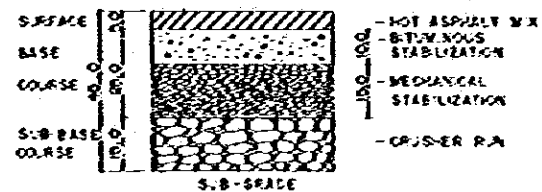


DETAIL

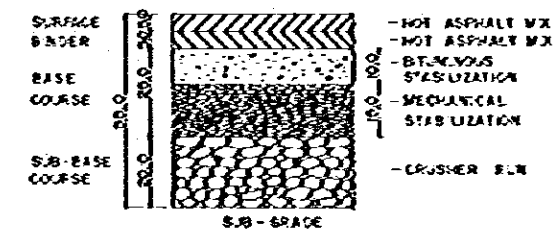
SIDE WALK



INNER RING ROAD

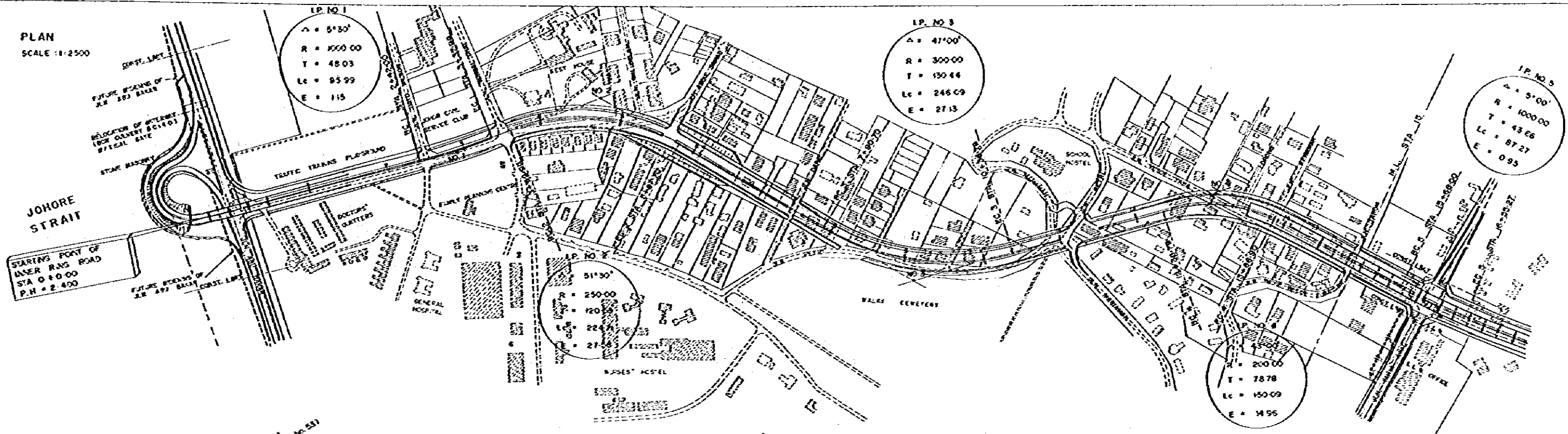


LORRY ROAD

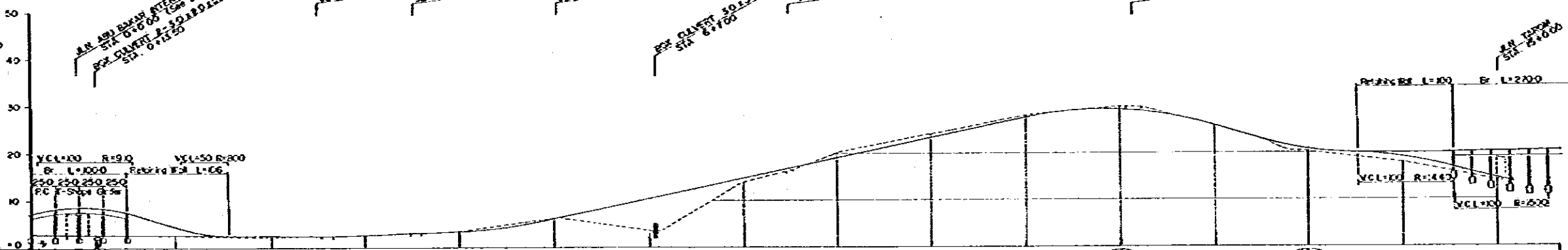


PROJECT	ORGANIS TITLE	SCALE	TOTAL SHEET
INNER RING ROAD	TYPICAL CROSS-SECTION		47

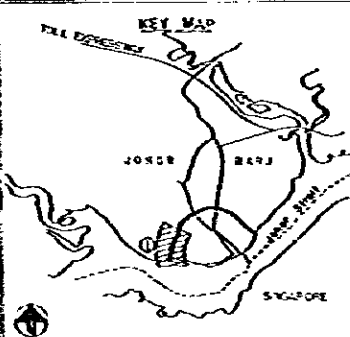
PLAN
SCALE: 1:2500



PROFILE
SCALE: V:1:500
H:1:2500

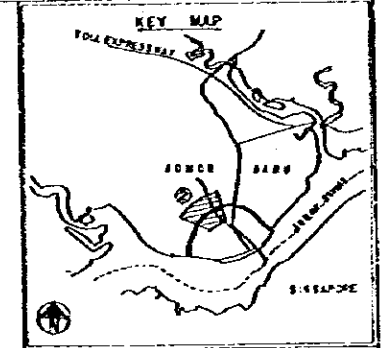
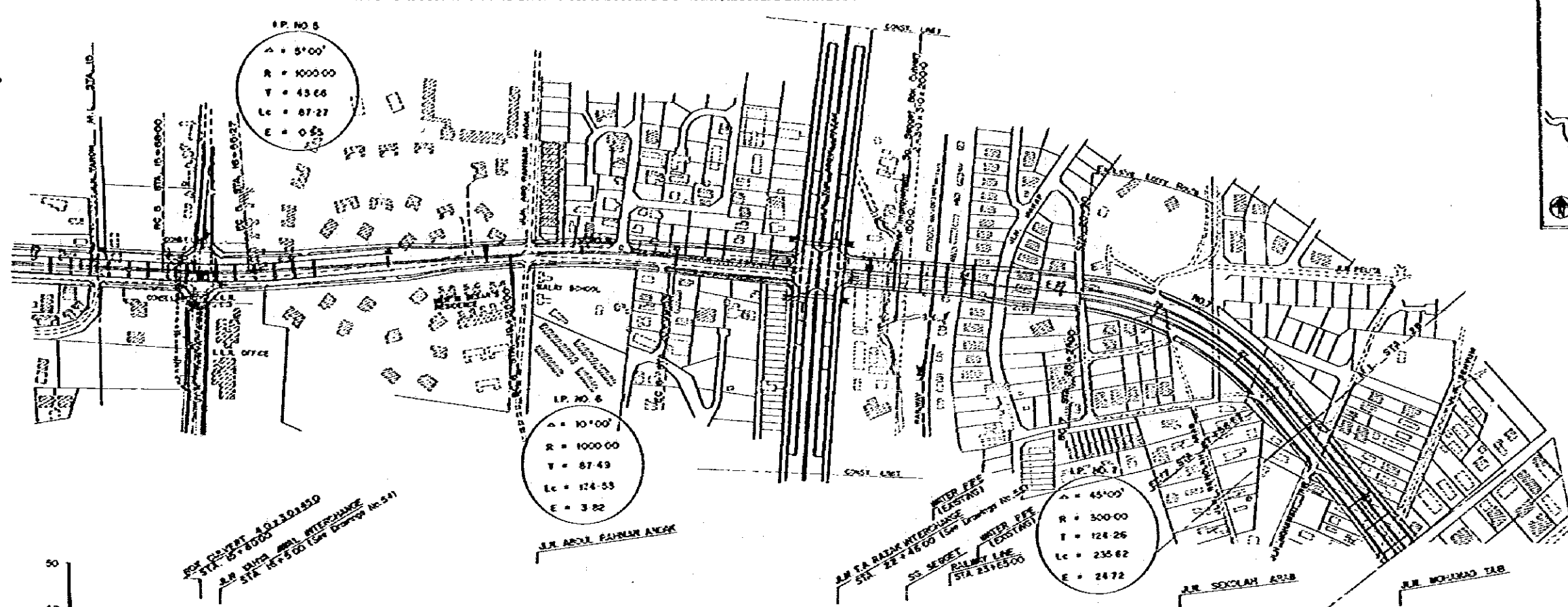


PROPOSED HEIGHT (m)	2.400	2.600	2.600	2.642	2.800	2.972	3.287	3.600	4.470	6.200	9.971	10.500	14.800	18.700	19.100	27.140	27.700	28.728	29.425	29.000	27.793	20.790	20.000	20.000	20.000
EMBANKMENT HEIGHT (m)					0.1	0.3	0.3	0.4			0.2	0.8	0.9							0.3			1.0	2.0	6.0
CUTTING DEPTH (m)									0.4	0.1				0.6	1.0	0.8	0.3	0.1	0.6		0.1				
GROUND HEIGHT (m)	2.4	2.6	2.6	2.6	2.7	2.7	3.0	3.2	4.9	6.3	3.7	3.7	13.9	18.2	20.1	24.2	26.0	28.9	30.0	28.0	23.0	20.0	18.0	18.0	14.0
ACCUMULATE DISTANCE (m)	0	100.00	200.00	242.00	300.00	327.98	362.98	400.00	450.00	500.00	587.70	600.00	700.00	780.70	800.00	900.00	1000.00	1034.78	1100.00	1200.00	1234.78	1300.00	1388.90	1400.00	1500.00
DISTANCE (m)	0	100.00	100.00	42.00	98.00	27.98	25.00	37.01	50.00	50.00	87.70	17.30	100.00	90.70	9.30	100.00	100.00	34.78	65.21	100.00	34.78	65.21	66.90	13.12	100.00
STATION	0	1	2	BC 1	3	CC 1	BC 2	4	50	0	CC 2	6	7	BC 3	8	9	10	BC 4	11	12	BC 5	13	14	15	
CURVE (m)	L=242.00				LP NO 1 L=23.00 R=250 [R=1000 L=95.99]				LP NO 2 L=224.71		L=203.00 [R=300]		LP NO 3 L=246.09		L=200.00 [R=200]		LP NO 4 L=150.09		L=113.12						

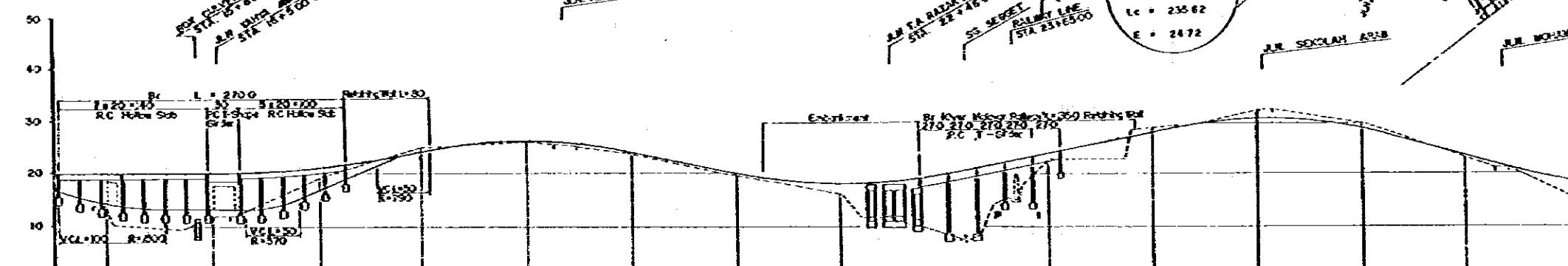


PROJECT	DRAWING TITLE	SCALE	TOTAL SHEET
INNER RING ROAD	PLAN & PROFILE	1/4	48

PLAN
SCALE: 1:2500



PROFILE
SCALE: V=500
H=2500



	10	10	10	17	18	19	20	21	22	23	24	25	26	27	28	29					
PROPOSED HEIGHT (m)	20.000	20.000	20.000	20.328	21.075	24.500	26.470	26.350	24.400	20.350	16.000	20.000	24.000	28.000	20.840	30.702	30.882	28.035	28.115	25.048	19.087
EMBANKMENT HEIGHT (m)	0.0	0.7	0.0	0.1	0.6	0.3	0.2	2.1	1.4	1.3	1.0	0.6	2.0	1.7	0.8	0.2	0.9	3.4			
CUTTING DEPTH (m)						1.5															
GROUND HEIGHT (m)	14.0	9.5	12.0	19.2	18.5	20.8	26.8	20.8	24.1	30.5	16.0	8.4	22.7	29.0	28.4	32.7	32.4	29.7	26.3	23.3	19.7
ACCUMULATE DISTANCE (m)	0.000	100.000	1000.000	1600.000	1800.000	1800.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000
DISTANCE (m)	0.000	100.000	1000.000	1600.000	1800.000	1800.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000	2000.000
STATION	10	BC 0	10	EC 0	17	18	19	BC 6	20	EC 2	22	23	24	25	BC 7	26	27	EC 7	28	29	
CURVE (m)	L=88.00		IP NO 5 R=1000.00 L=87.25		L=288.75		R=1000		IP NO 6 L=174.53		L=421.47		R=300		IP NO 7 L=235.62		L=143.38				

PROJECT	DRAWING TITLE	SCALE	TOTAL SHEET
INNER RING ROAD	PLAN & PROFILE	2/4	49

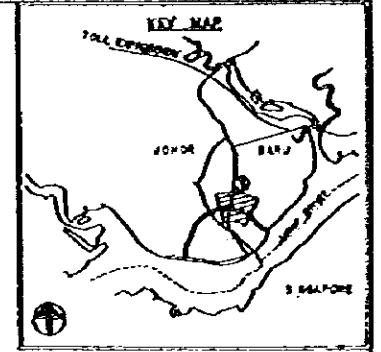
PLAN
SCALE: 1:2500

I.P. NO. 7
 $\Delta = 45^{\circ}00'$
 $R = 500.00$
 $T = 124.26$
 $Lc = 235.62$
 $E = 24.72$

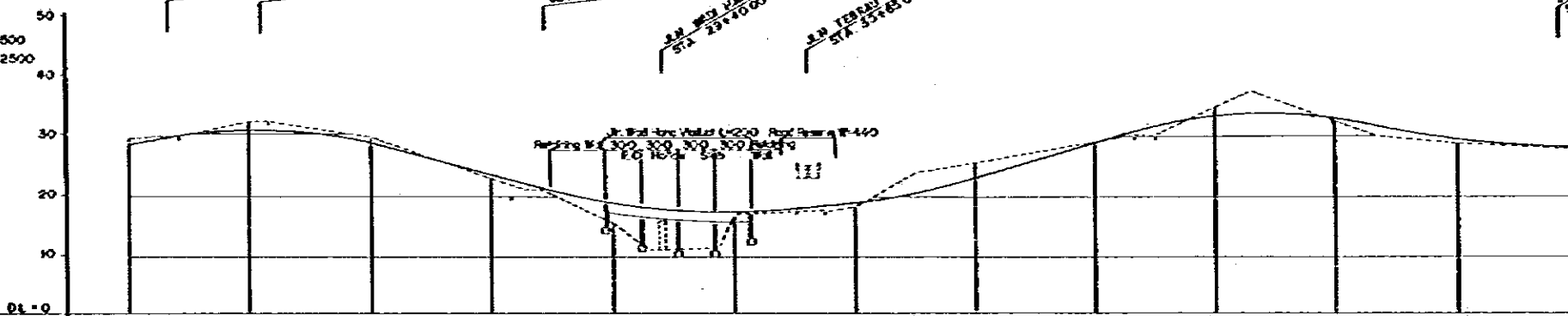
I.P. NO. 8
 $\Delta = 6^{\circ}30'$
 $R = 1000.00$
 $T = 56.78$
 $Lc = 113.45$
 $E = 3.61$

$\Delta = 20^{\circ}30'$
 $R = 400.00$
 $T = 24.66$
 $Lc = 108.21$
 $E = 3.69$

NOTE: Prior to construction of the Inner Ring Road, the Federal Highway Project (6 lanes expansion) would have already been implemented by JKR.



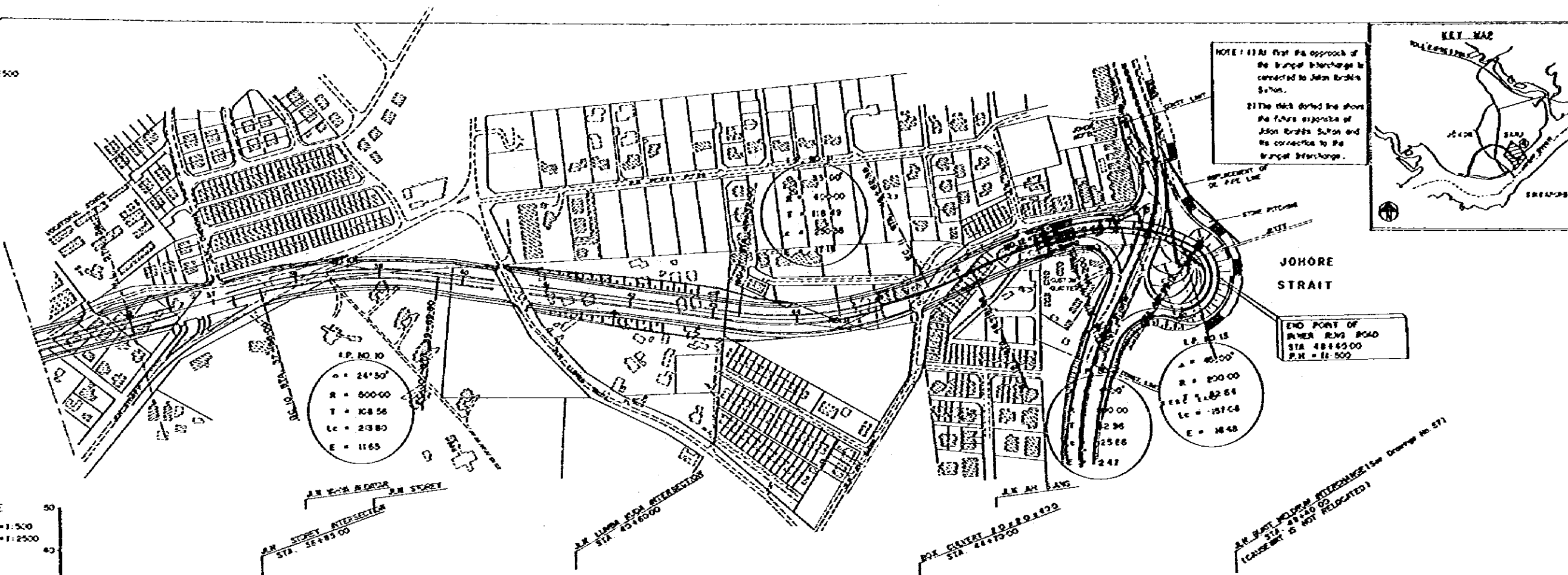
PROFILE
 SCALE: V=1:500
 H=1:2500



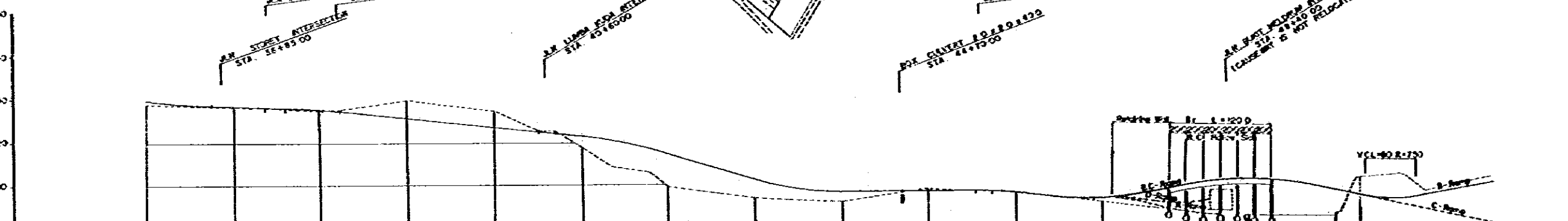
	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	
PROPOSED HEIGHT (m)	29.000	28.840	29.702	29.898	29.635	29.110	28.848	19.087	17.809	17.408	17.624	19.000	20.987	20.900	22.000	22.000	22.000
EMBANKMENT HEIGHT (m)					0.5	3.4	6.5	0.7	0.4	0.7					0.1	0.6	1.1
CUTTING DEPTH (m)	1.0	0.6	2.0	1.7	0.8	0.8											
GROUND HEIGHT (m)	29.0	29.4	32.7	32.4	29.7	29.3	29.3	19.7	11.2	16.8	17.0	19.3	20.9	20.9	33.0	33.0	29.8
ACCUMULATE DISTANCE (m)	0	2000	2000	4000	6000	8000	10000	12000	14000	16000	18000	20000	22000	24000	26000	28000	30000
DISTANCE (m)	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
STATION	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
CURVE (m)	L=200 R=300		I.P. NO. 7 L=235.62			L=249.38			I.P. NO. 8 R=1000 L=113.45			L=287.55		I.P. NO. 9 R=400 L=108.21		L=154.79	

PROJECT	DRAWING TITLE	SCALE	TOTAL SHEET
INNER RING ROAD	PLAN & PROFILE	3/4	50

PLAN
SCALE: 1:2500



PROFILE
SCALE: V=1:500
H=1:2500



PROPOSED HEIGHT (m)	29.897	29.800	29.216	27.911	26.000	24.604	24.000	22.000	20.000	18.000	12.000	10.234	9.700	9.000	9.000	7.780	7.500	7.300	6.000	7.472	6.700	10.000	10.000	8.000		
EMBANKMENT HEIGHT (m)	1:1	0:4	0:2	0:2				3:0	3:2	3:1									0:2	2:0	0:8	11:4	11:2			
CUTTING DEPTH (m)					4:9	3:2	3:0																		3:0	
GROUND HEIGHT (m)	27.8	28.4	29.0	27.8	30.9	27.8	27.9	18.0	14.8	9.9	7.1	7.0	9.9	9.2	9.2	8.8	8.6	8.2	6.8	5.0	3.9	0.0	0.0	0.0	18.0	
ACCUMULATE DISTANCE (m)	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	
DISTANCE (m)	0-100	100-200	200-300	300-400	400-500	500-600	600-700	700-800	800-900	900-1000	1000-1100	1100-1200	1200-1300	1300-1400	1400-1500	1500-1600	1600-1700	1700-1800	1800-1900	1900-2000	2000-2100	2100-2200	2200-2300	2300-2400	2400-2500	
STATION	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
CURVE (m)	L=136.00 R=500		L=238.00 R=500		L=342.00 R=500		L=420 R=500		L=230.58 R=500		L=34.50 R=500		L=25.60 R=500		L=137.00 R=500		L=100.88 R=500									

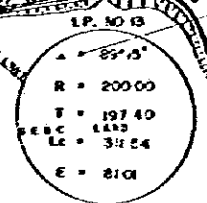
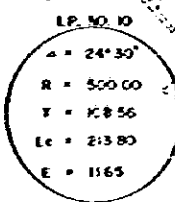
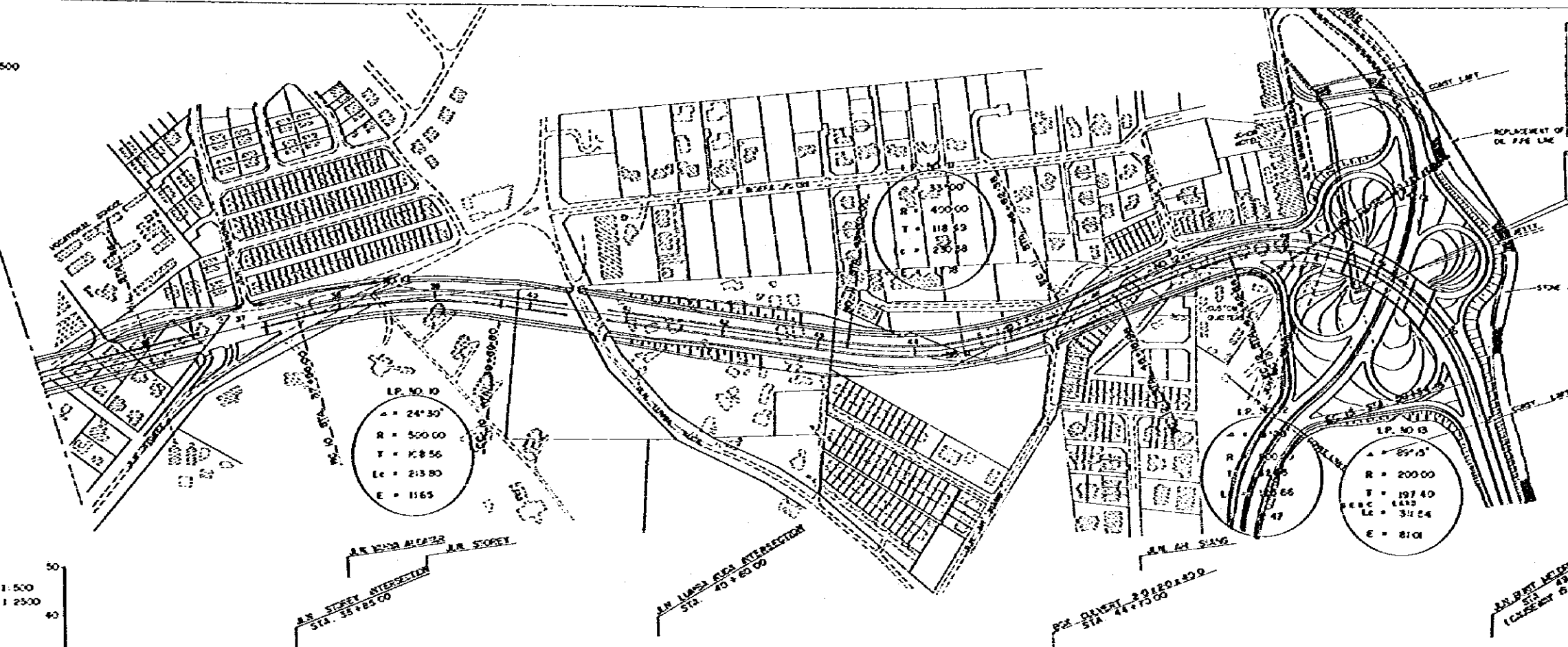
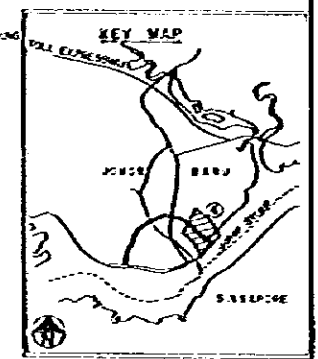
PROJECT	DRAWING TITLE	SCALE	TOTAL SHEET
PERER RING ROAD	PLAN & PROFILE	4/4	51

PLAN
SCALE: 1:2500

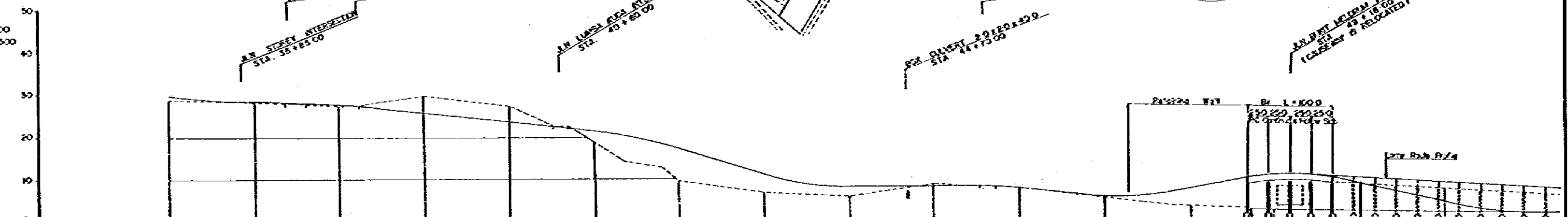
NOTE: 1) As first the approach of the cloverleaf interchange is connected to Jalan Ibrahim Sultan.
2) The thick dotted line shows the future expansion of Jalan Ibrahim Sultan and its connection to the cloverleaf interchange.

END POINT OF INNER RING ROAD
STA. 49+18.00
P.M. = 12.870

JOHORE STRAIT

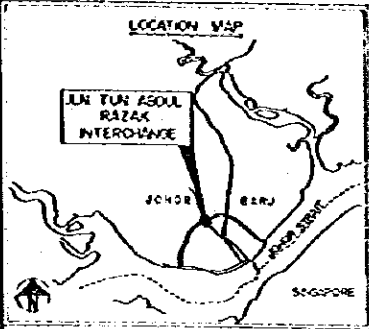


PROFILE
SCALE: V=1:500
H=1:2500

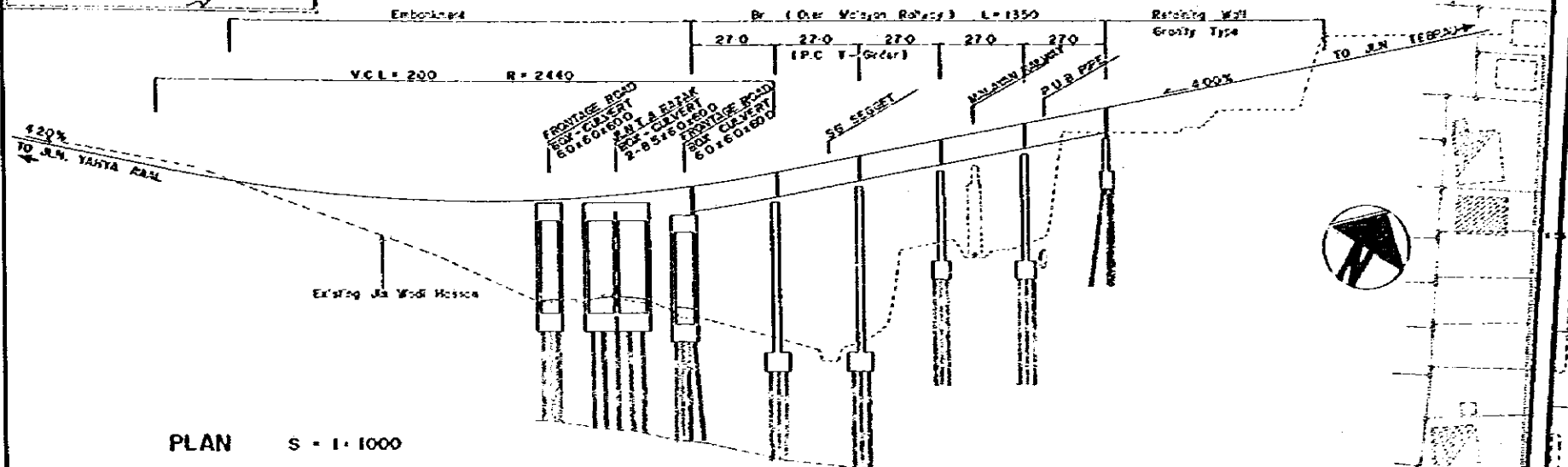


PROPOSED HEIGHT (m)	EMBANKMENT HEIGHT (m)	CUTTING DEPTH (m)	GROUND HEIGHT (m)	ACCUMULATE DISTANCE (m)	DISTANCE (m)	STATION	CURVE (m)
29.897	1.1		28.8	100.00	100.00	36	L=133.00
28.000	0.4		28.1	233.00	133.00	37	R=500
26.219	0.2		26.0	366.00	266.00	38	I.P. NO. 10
27.817	0.2		27.6	499.00	399.00	39	L=213.80
26.000		0.9	26.9	712.00	612.00	40	L=362.20
24.804		3.2	27.6	1074.00	974.00	41	R=400
24.000		3.0	27.0	1436.00	1336.00	42	I.P. NO. 11
28.000	3.0		19.0	1800.00	1700.00	43	L=420
20.000	6.2		14.3	2220.00	2100.00	44	I.P. NO. 12
18.000	8.1		9.9	2640.00	2520.00	45	L=230.35
12.000	4.9		7.1	3060.00	2940.00	46	L=54.60 R=800
10.235	3.2		7.0	3480.00	3360.00	47	L=256.6 R=200
9.750	2.9		6.9	3900.00	3780.00	48	I.P. NO. 13
9.000	2.8		6.2	4320.00	4200.00	49	L=31.54
9.000		0.2	9.2	4740.00	4620.00	50	L=105.82
7.765		1.2	6.9	5160.00	5040.00	51	
7.000		1.1	6.0	5580.00	5460.00	52	
7.301		0.9	6.2	6000.00	5880.00	53	
6.670		0.4	6.3	6420.00	6300.00	54	
6.900		0.1	6.0	6840.00	6720.00	55	
5.472	0.3		5.8	7260.00	7140.00	56	
6.100		0.3	5.9	7680.00	7560.00	57	
11.040	12.0		0.0	8100.00	8000.00	58	
11.670	12.2		0.0	8520.00	8400.00	59	
9.300	10.4		1.0	8940.00	8800.00	60	
7.880	8.7		1.0	9360.00	9200.00	61	
6.300	7.4		2.0	9780.00	9560.00	62	
2.400	4.0		2.0	10200.00	10000.00	63	

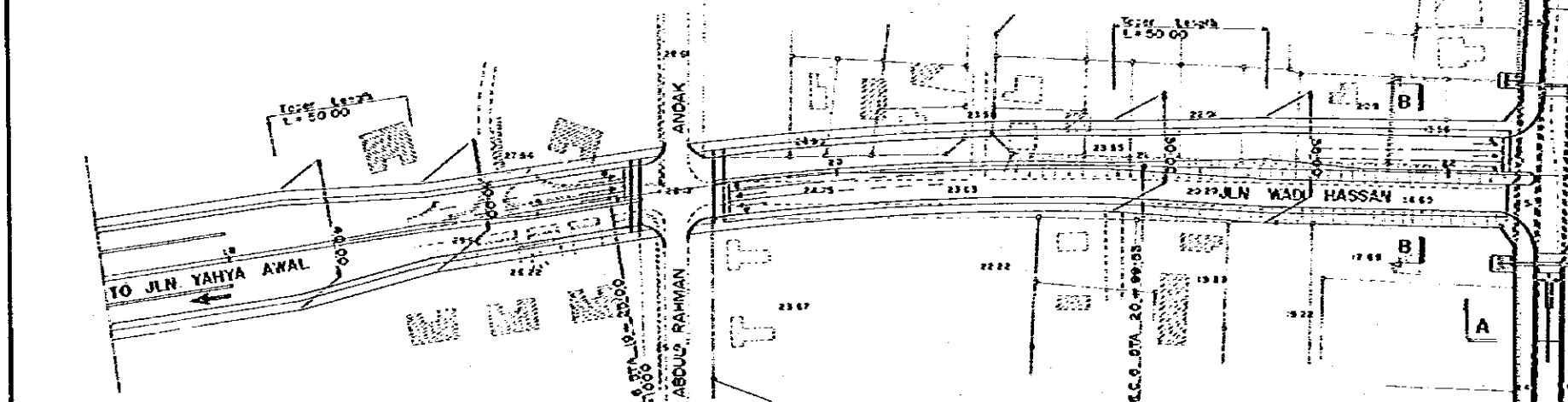
PROJECT	OPERATING TITLE	SCALE	TOTAL SHEET
INNER RING ROAD	PLAN & PROFILE (Alternative)	1/4	52



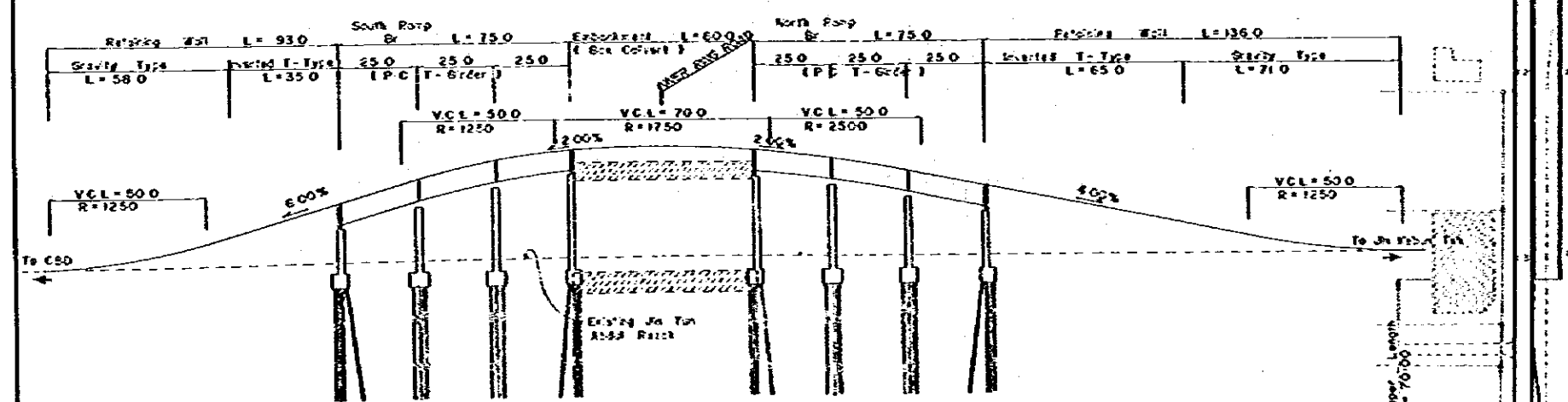
INNER RING ROAD PROFILE S · H = 1 · 1000
V · I = 200



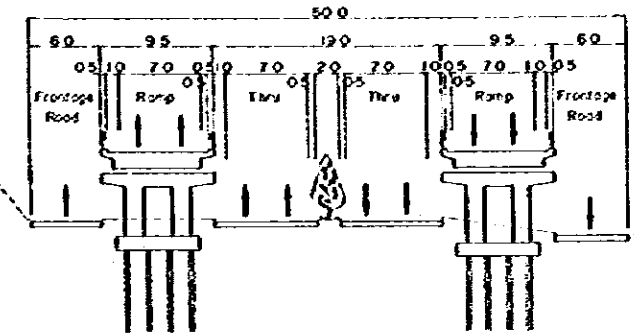
PLAN S · I · 1000



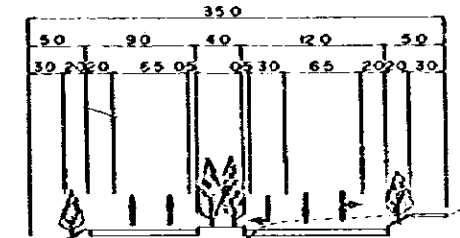
JLN TUN ABDUL RAZAK RAMP PROFILE S · H = 1 · 1000
V · I = 200



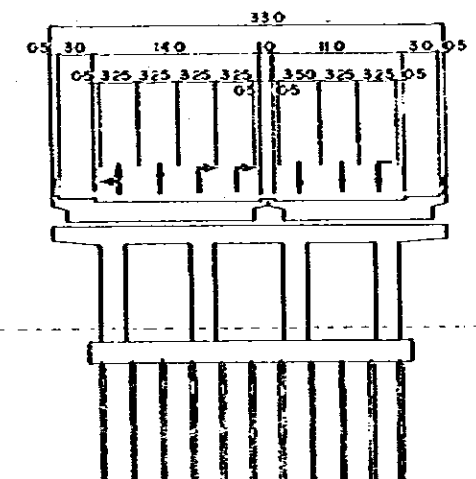
CROSS - SECTION SECTION A - A S · I · 300



SECTION B - B S · I · 300

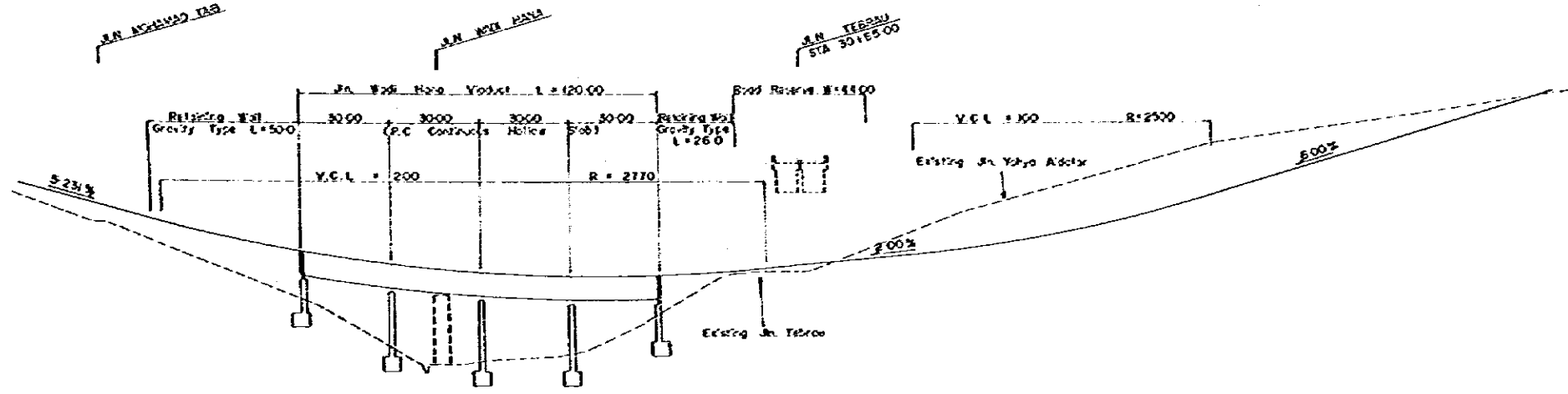
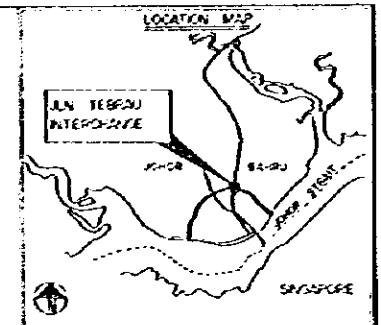


SECTION C - C S · I · 300



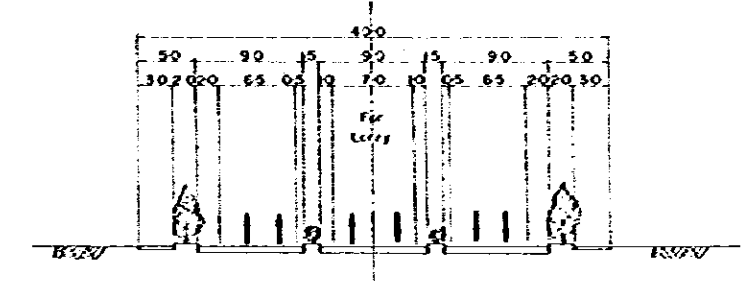
PROJECT	DRAWING TITLE	SCALE	TOTAL SHEET
INNER RING ROAD	JLN TUN ABDUL RAZAK INTERCHANGE		55

INNER RING ROAD PROFILE S : H = 1 : 1000
V : 1 : 200

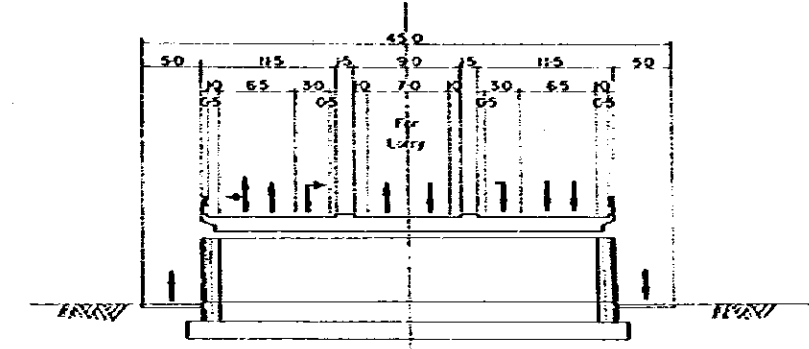


CROSS - SECTION

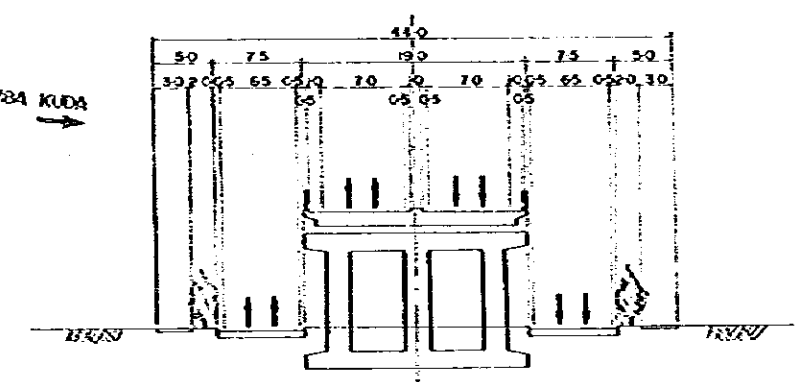
SECTION A - A S : I : 300



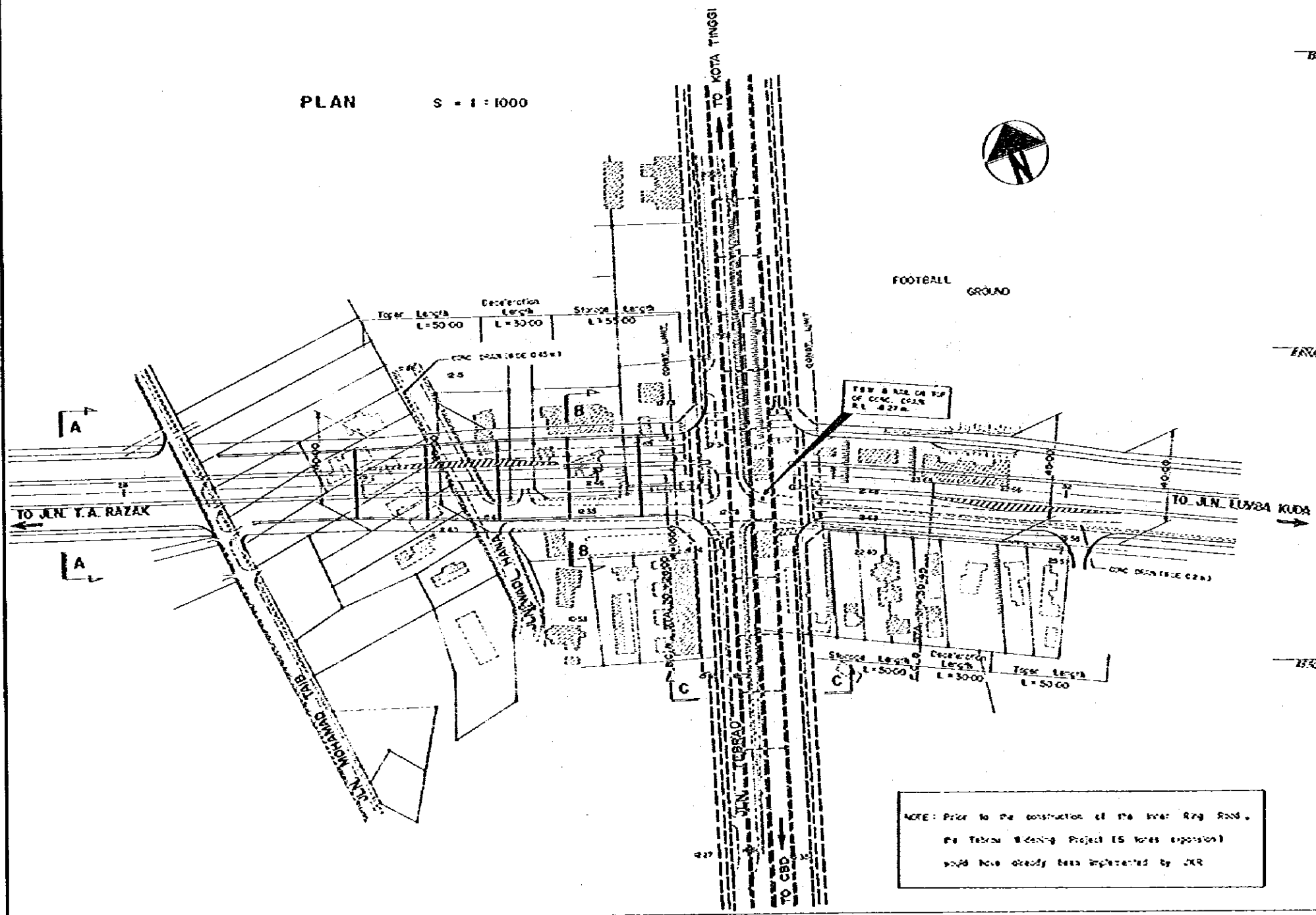
SECTION B - B S : I : 300



SECTION C - C S : I : 300



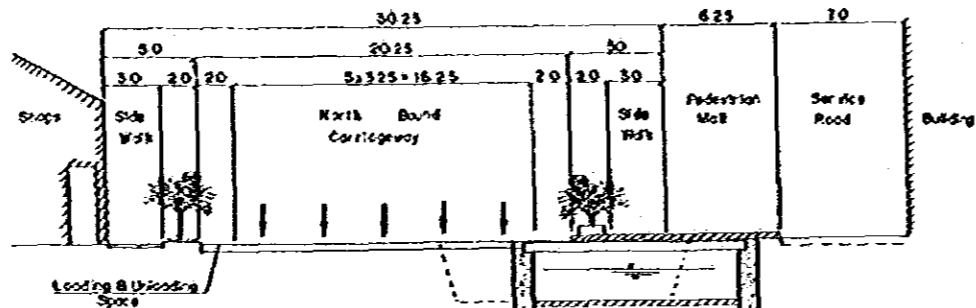
PLAN S : I : 1000



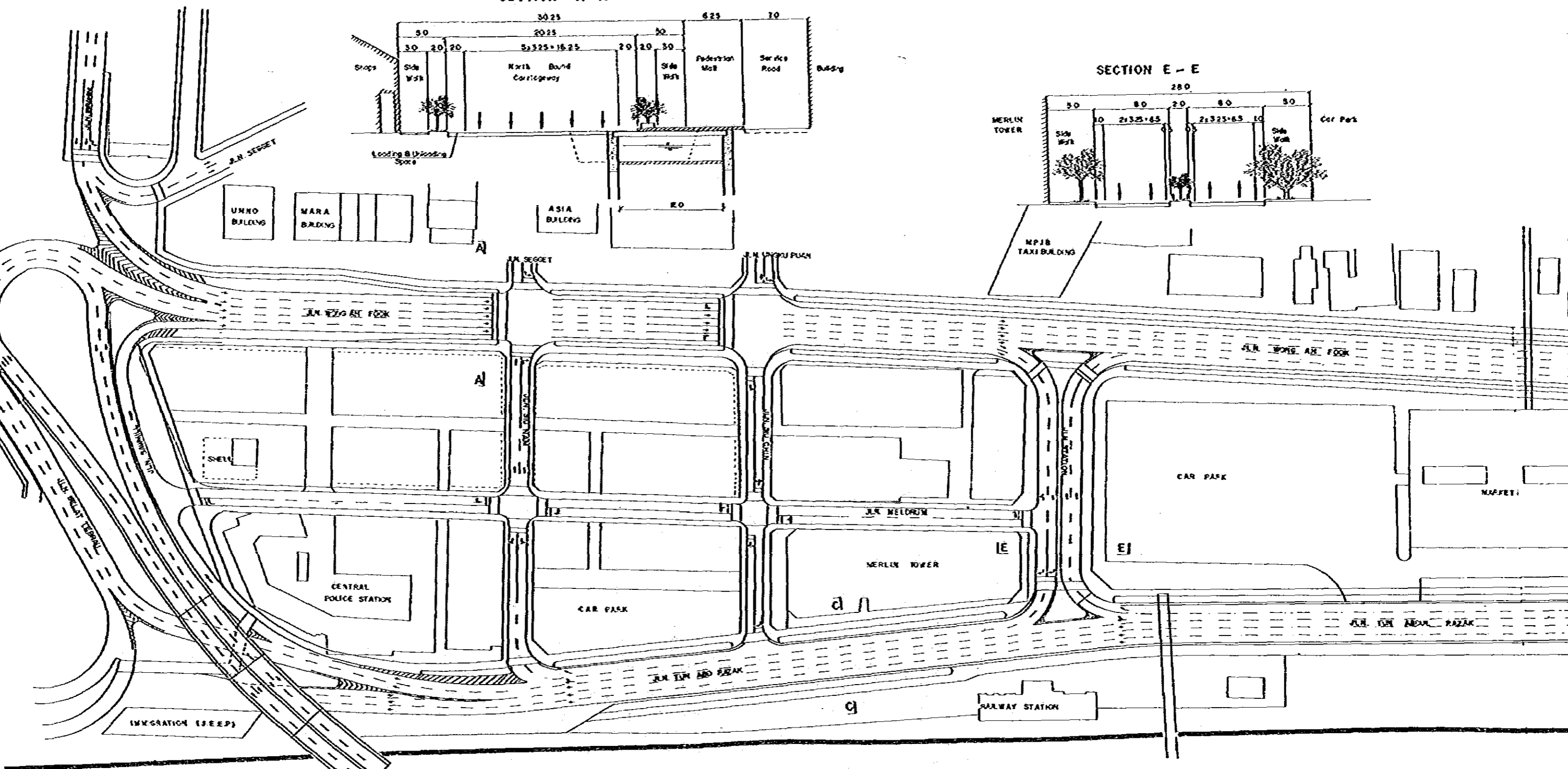
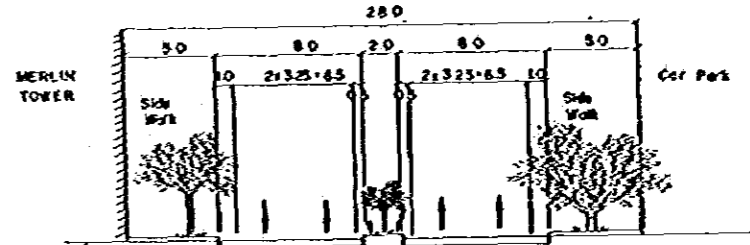
NOTE: Prior to the construction of the Inner Ring Road, the Telok widening Project (S. 10/19/1970) would have already been implemented by JKR.

PROJECT	DRAWING TITLE	SCALE	TOTAL SHEET
INNER RING ROAD	JUN TEBERU INTERCHANGE		56

SECTION A-A

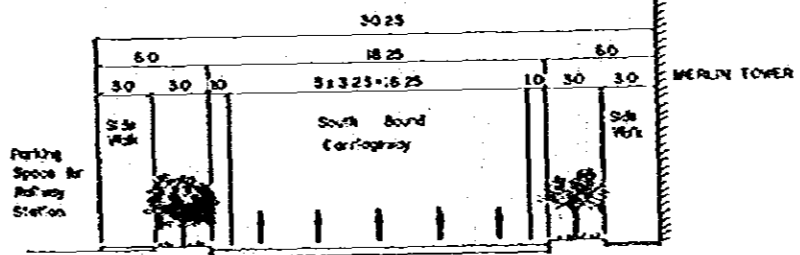


SECTION E-E

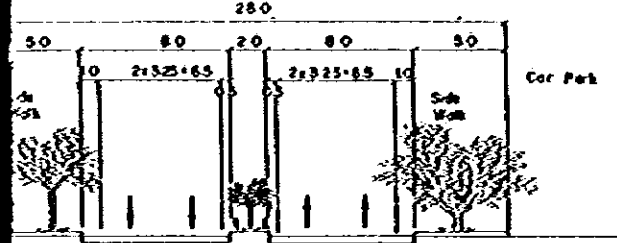


MAJOR ROAD IMPROVEMENT PLAN
 IN THE HEART OF CENTRAL
 BUSINESS DISTRICT.
 (SHORT TERM PLAN)

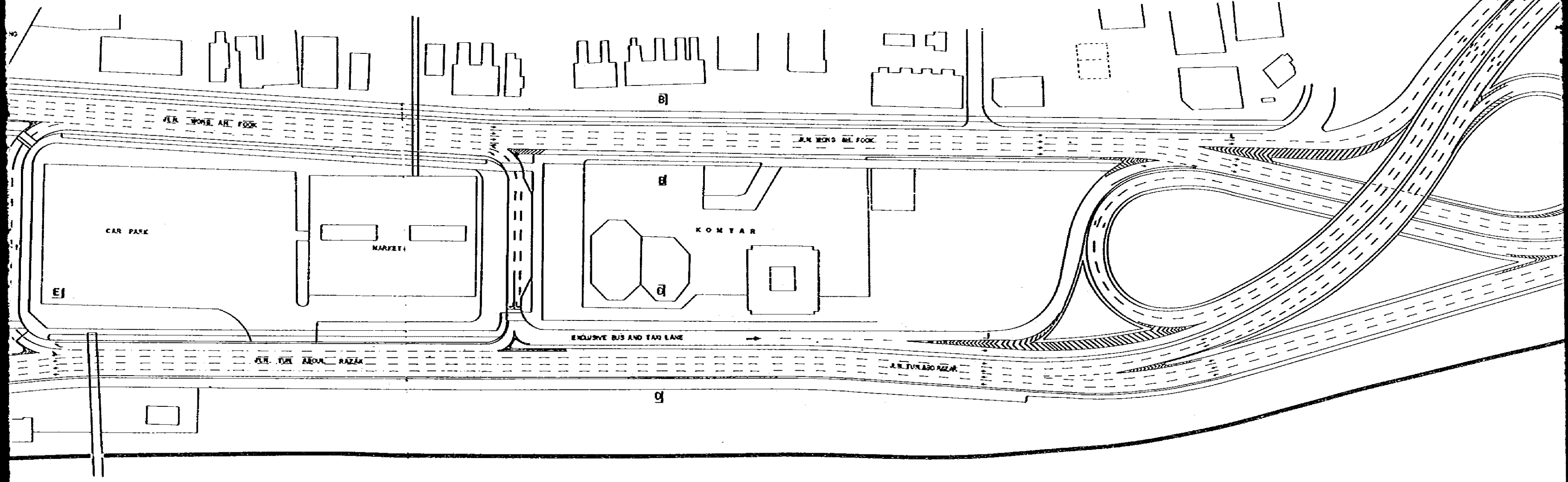
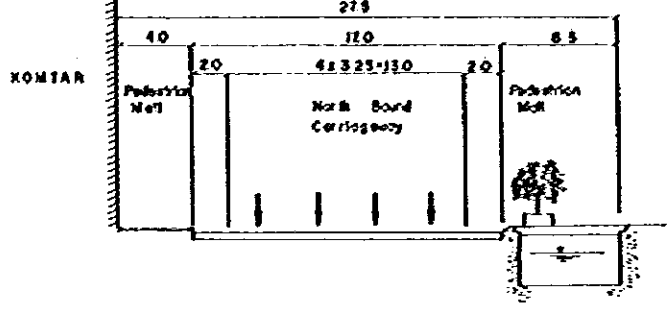
SECTION C-C



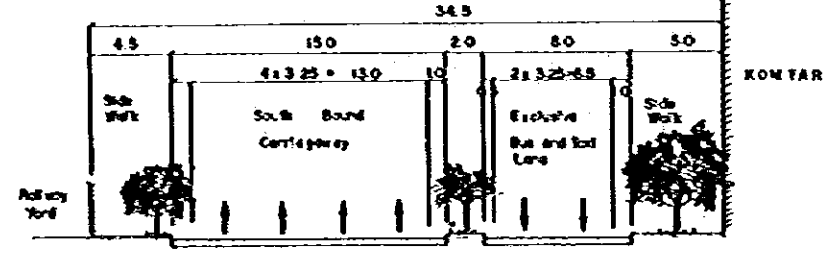
SECTION E - E



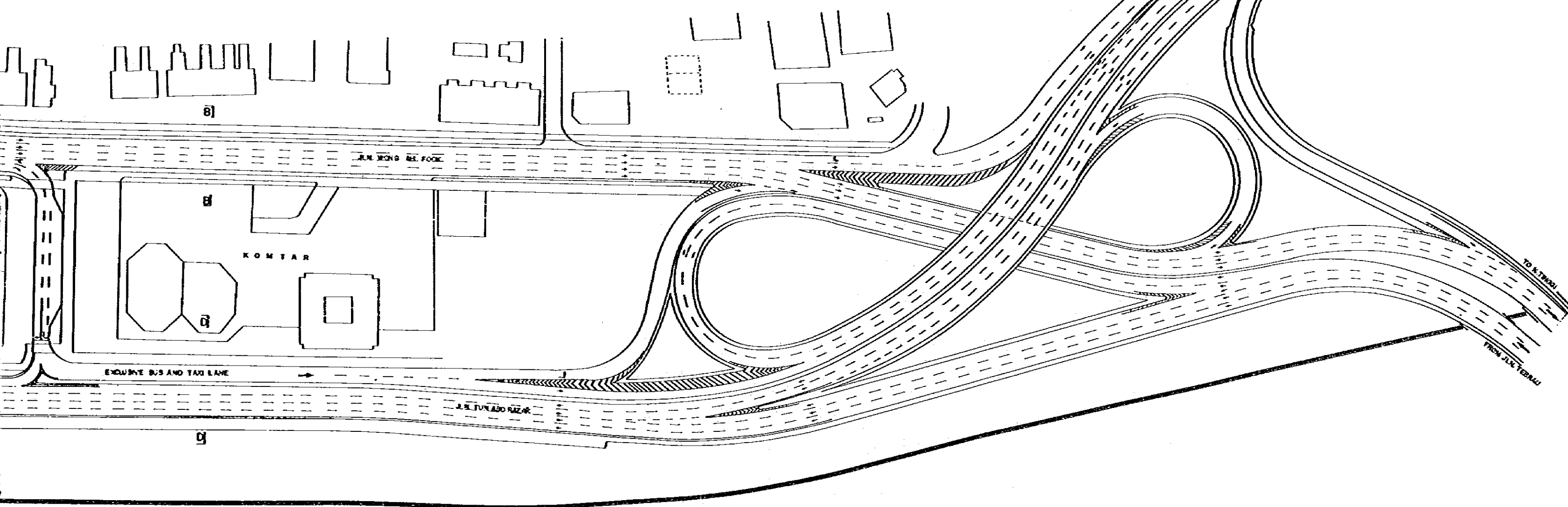
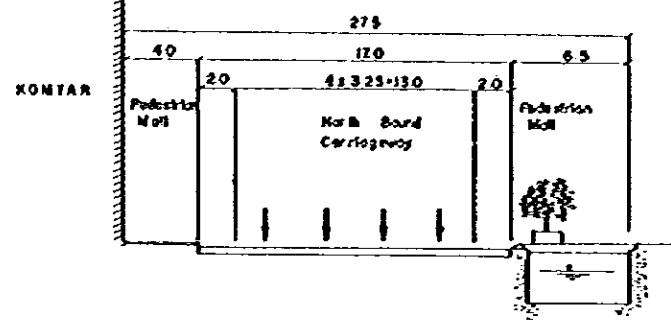
SECTION B - B



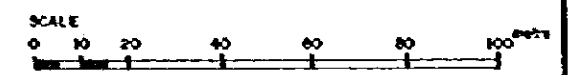
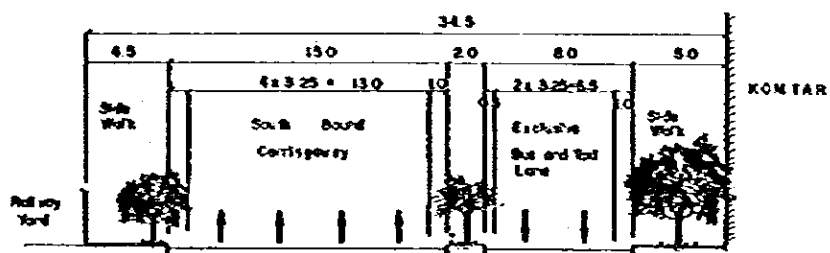
SECTION D - D



SECTION B-B



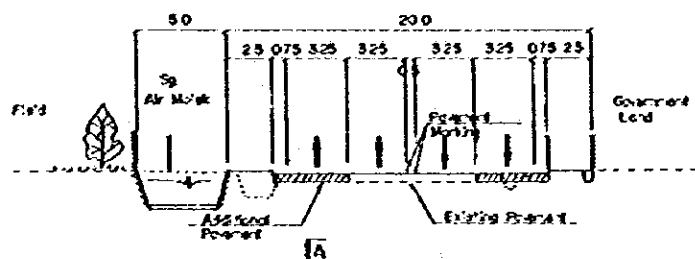
SECTION D-D



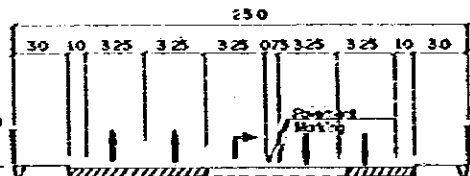
PROJECT	DRAWING TITLE	SCALE	TOTAL SHEET
CAUSEWAY TRAFFIC DISPERSAL SCHEME	JUN TUN ABD RAZAK/WONG AH FOOK (SHORT TERM PLAN)		59

PLAN SCALE 1:1000

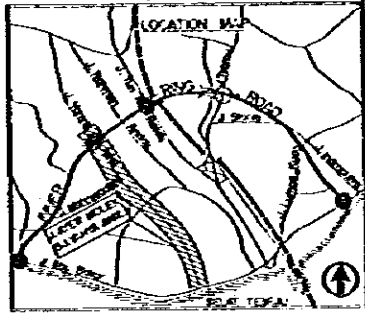
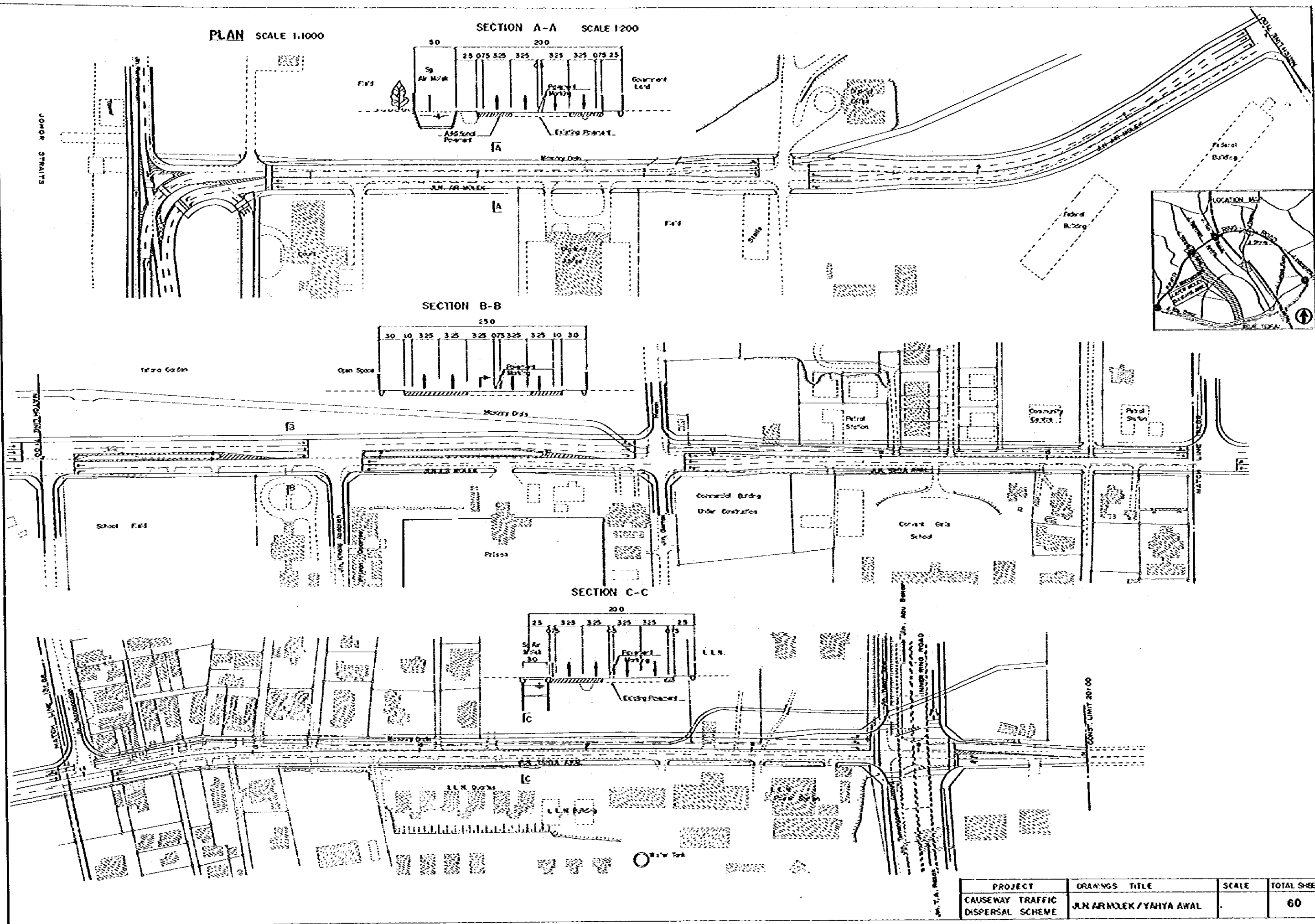
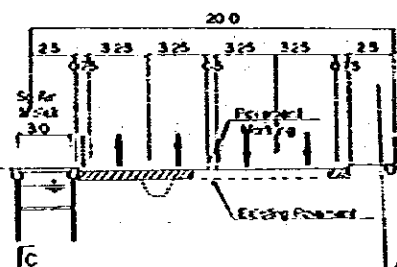
SECTION A-A SCALE 1:200



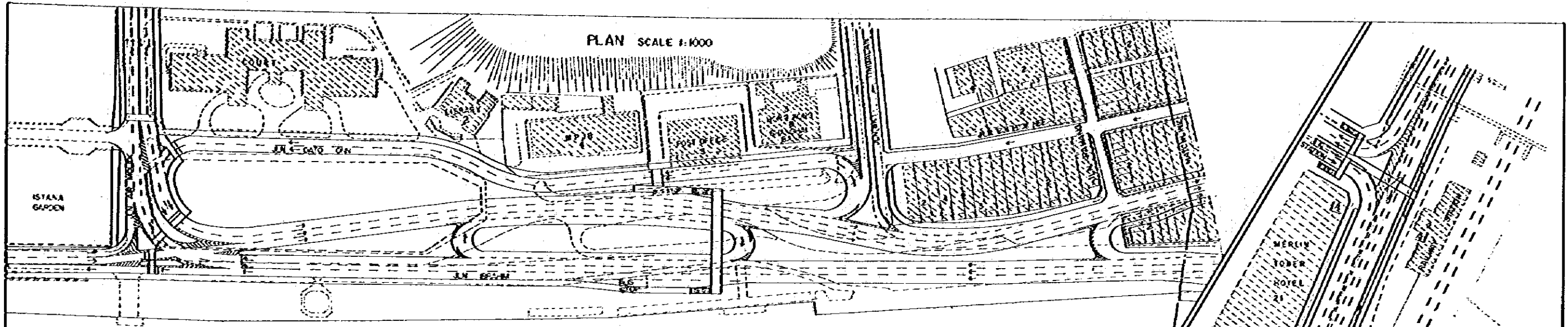
SECTION B-B



SECTION C-C

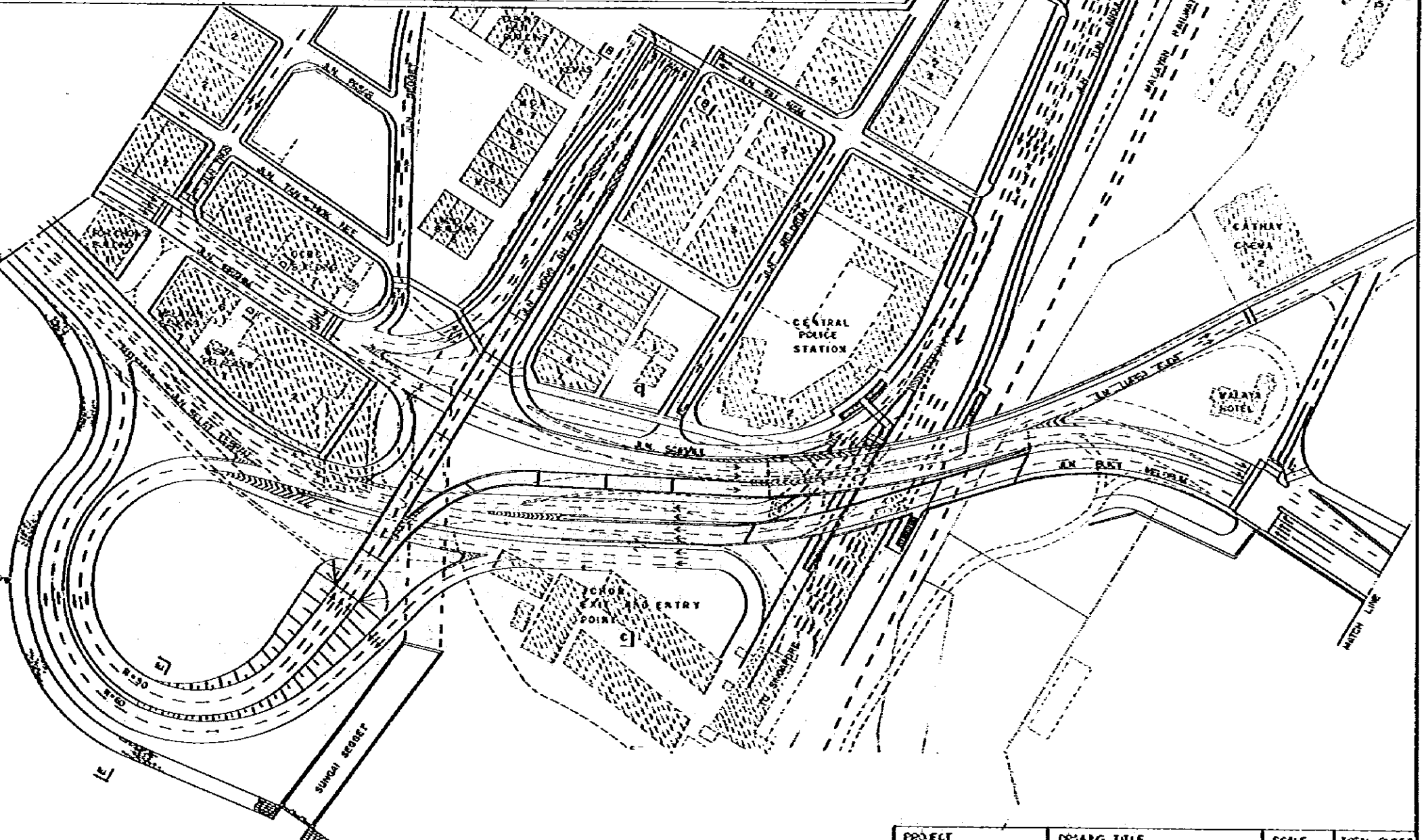
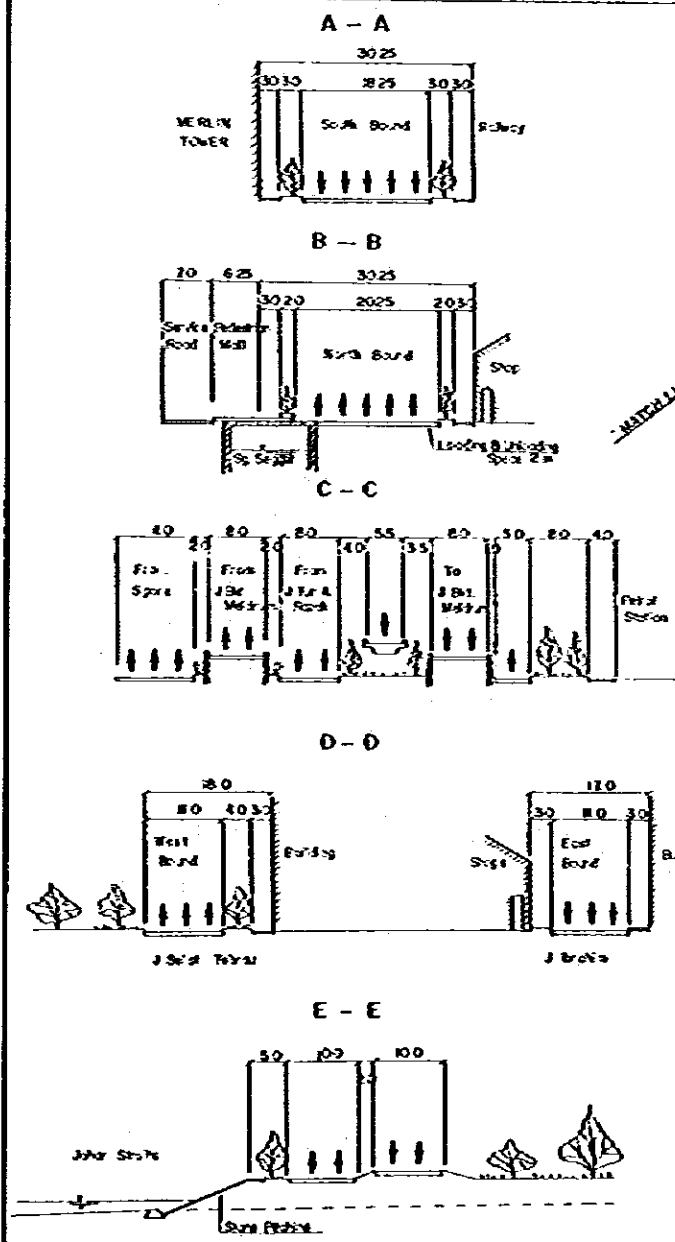


PROJECT	DRAWINGS TITLE	SCALE	TOTAL SHEET
CAUSEWAY TRAFFIC DISPERSAL SCHEME	JLN AR-MOLEK / YAHYA AWAL		60



JOHOR

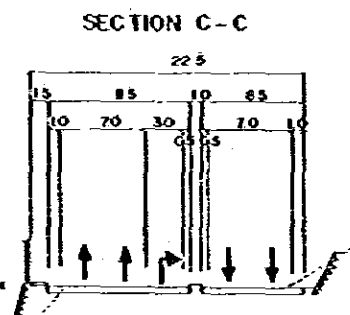
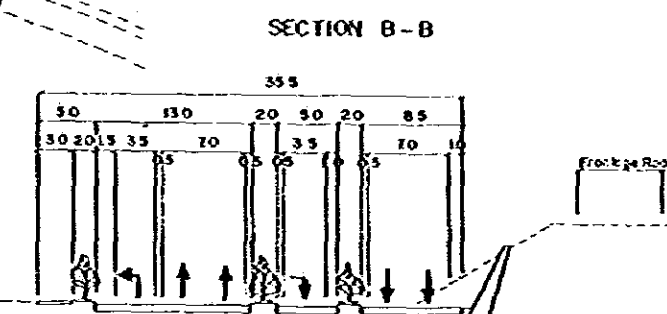
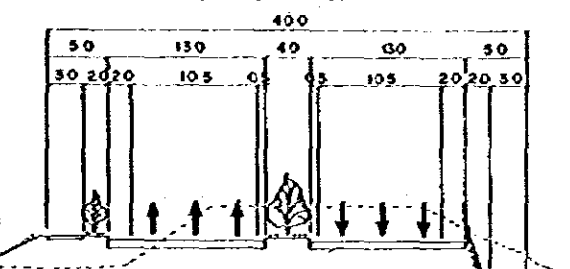
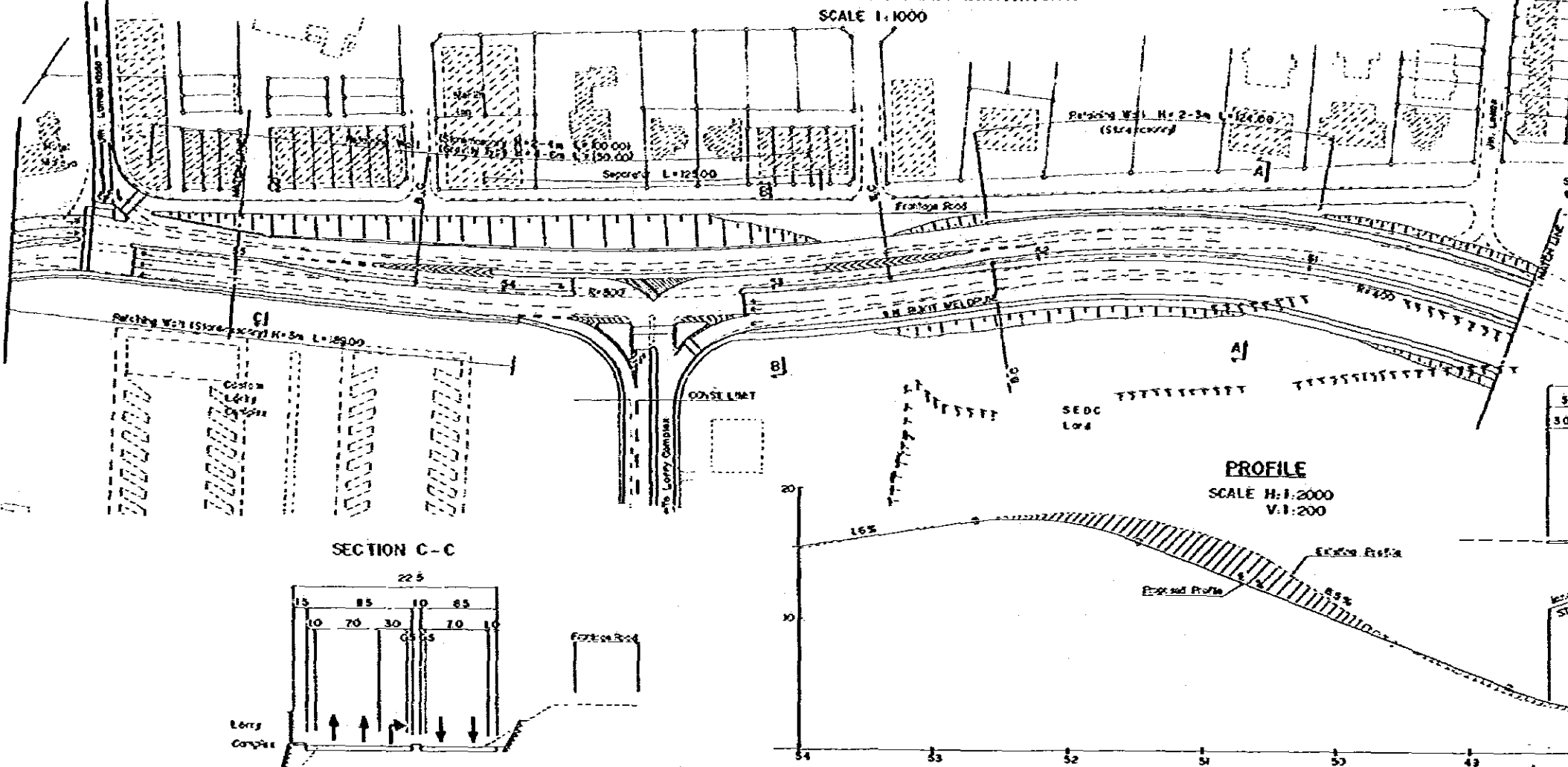
STRAITS



PROJECT	DRAWING TITLE	SCALE	TOTAL SHEET
CAUSEWAY TRAFFIC DISPERSAL SCHEME	JLN SELAT TEBERAN SOUTHERN INTERCHANGE		61

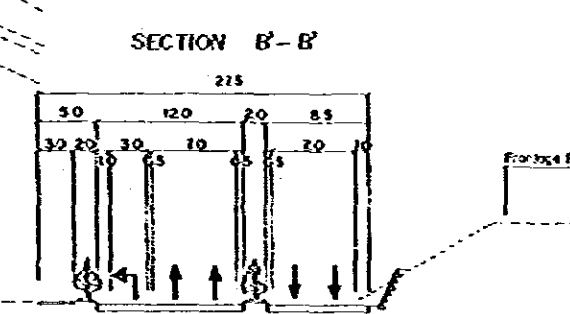
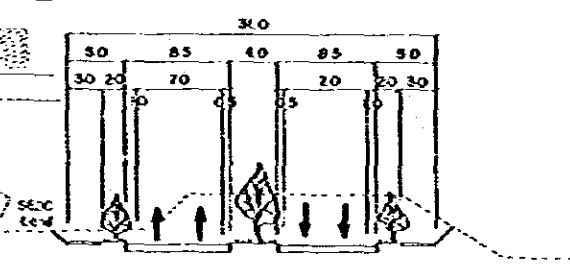
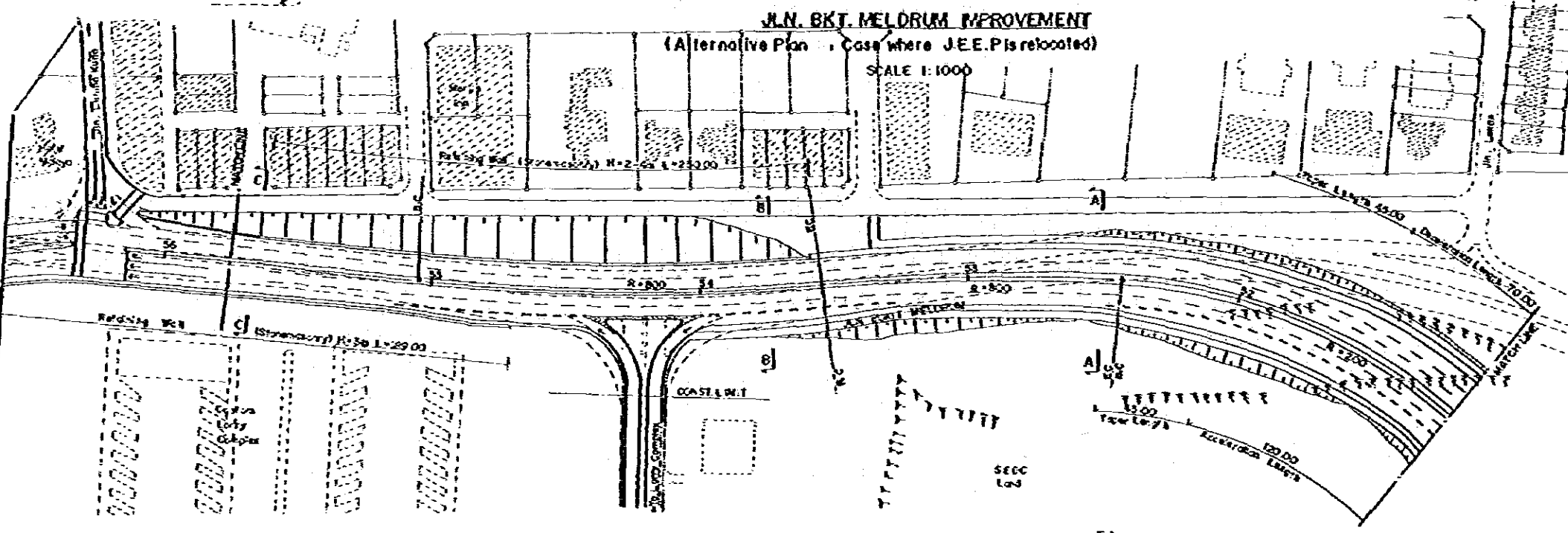
JLN. BKT. MELDRUM IMPROVEMENT
 (Proposed Plan - Case where J.E.P. is not relocated)
 SCALE 1:1000

CROSS SECTION SCALE 1:300
 SECTION A-A



JLN. BKT. MELDRUM IMPROVEMENT
 (Alternative Plan - Case where J.E.P. is relocated)
 SCALE 1:1000

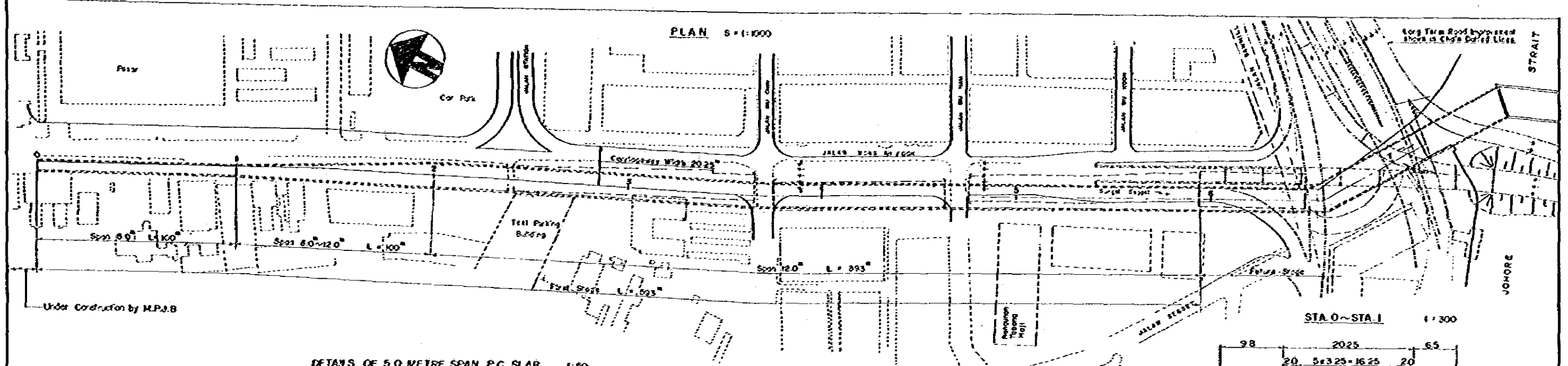
CROSS SECTION SCALE 1:300
 SECTION A-A



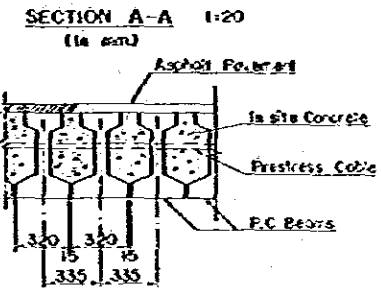
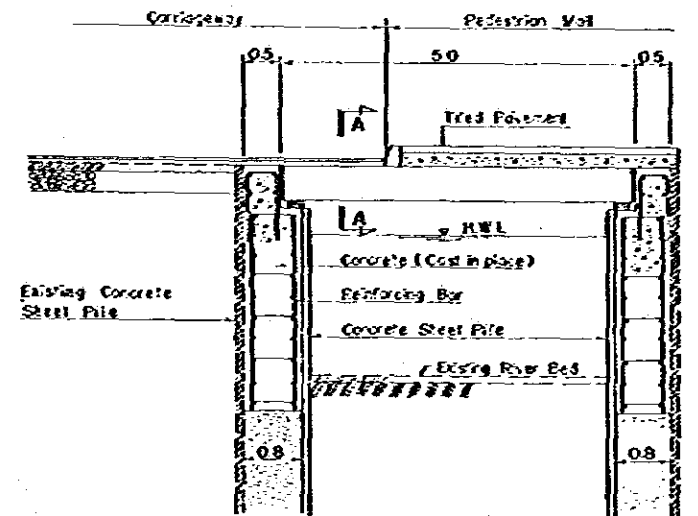
R.V. G.O. of STA 50+20 - 53+20 to be reduced from 6.5% to 4%

PROJECT	DRAWINGS TITLE	SCALE	TOTAL SHEET
CAUSEWAY TRAFFIC DISPERSAL SCHEME	Jln Bkt. Meldrum - Proposed & Alternative Plan.		63

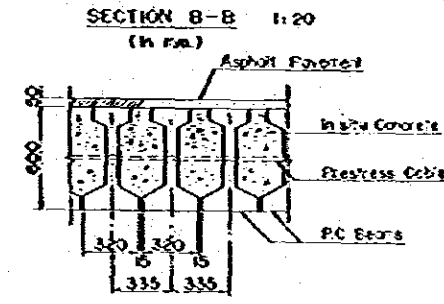
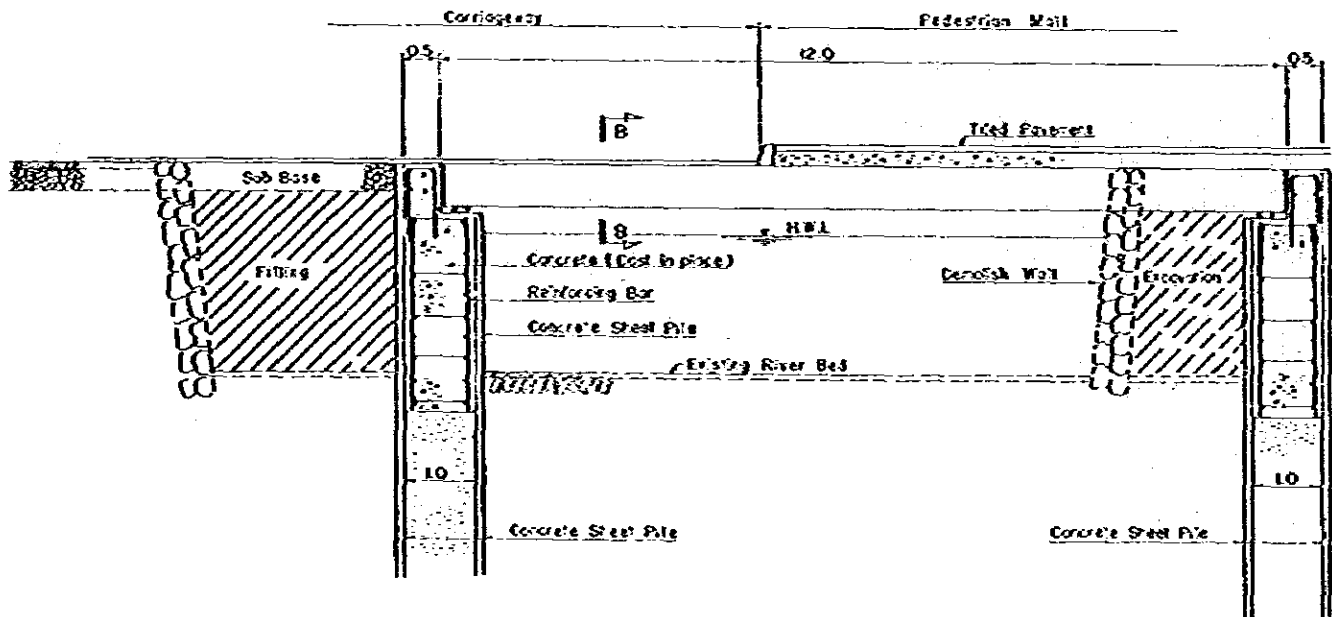
PLAN S=1:1000



DETAILS OF 5.0 METRE SPAN P.C SLAB 1:50

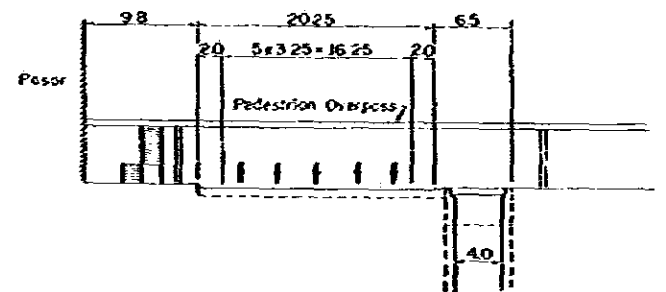


DETAILS OF 12.0 METRE SPAN P.C SLAB 1:50

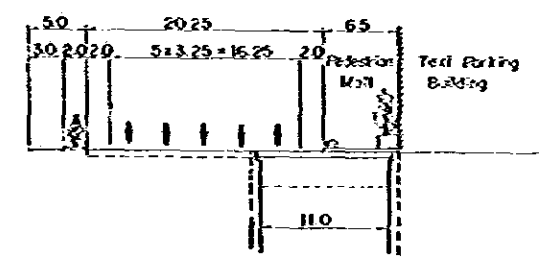


NOTES
APPROPRIATE PILING TO BE PROVIDED WHERE NECESSARY

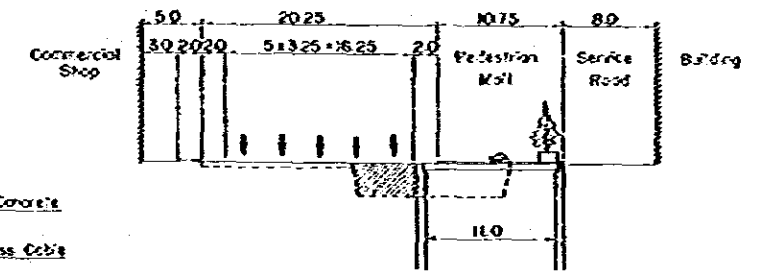
STA 0~STA 1 1:300



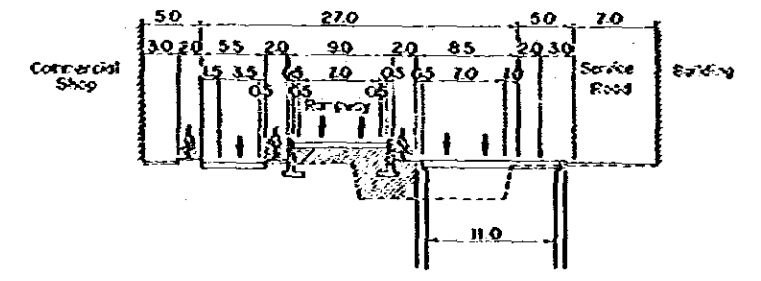
STA 2 1:300



STA 5 1:300

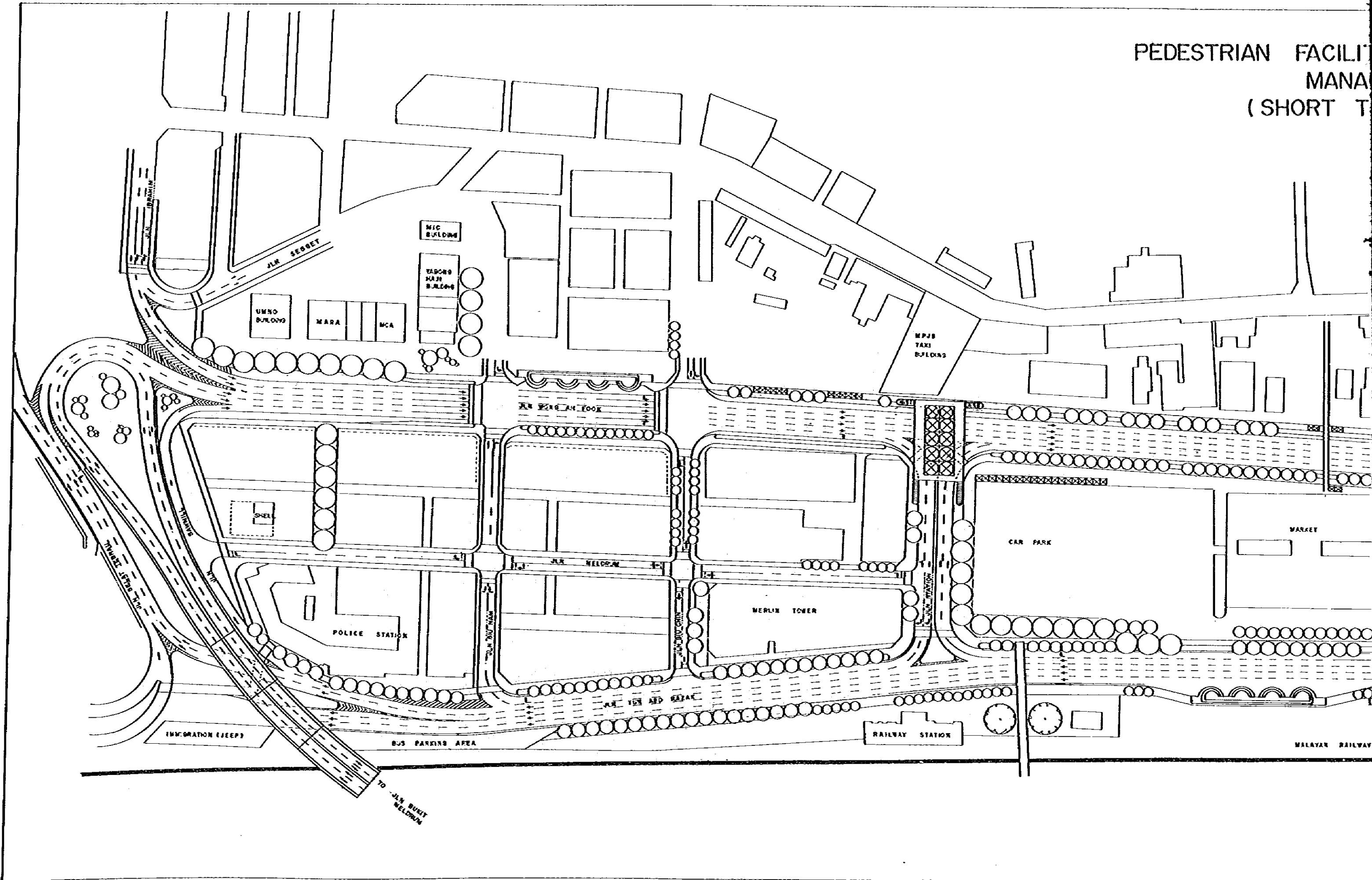


STA 6 1:300

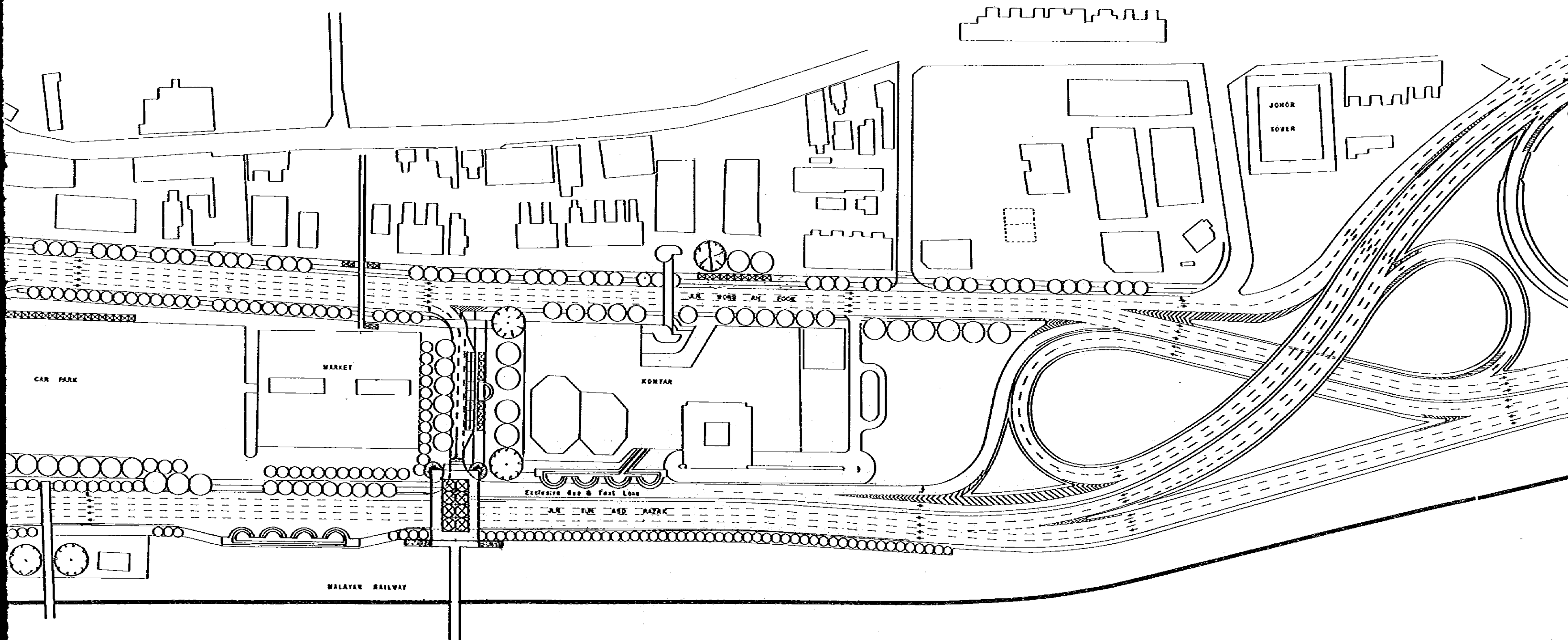


PROJECT	DRAWING TITLE	SCALE	TOTAL SHEET
CAUSEWAY TRAFFIC DISPERSAL SCHEME	SG. SEGET IMPROVEMENT		64

PEDESTRIAN FACILITIES
MANA
(SHORT T



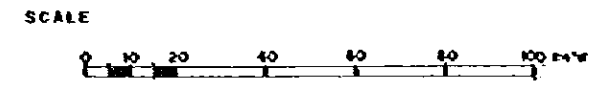
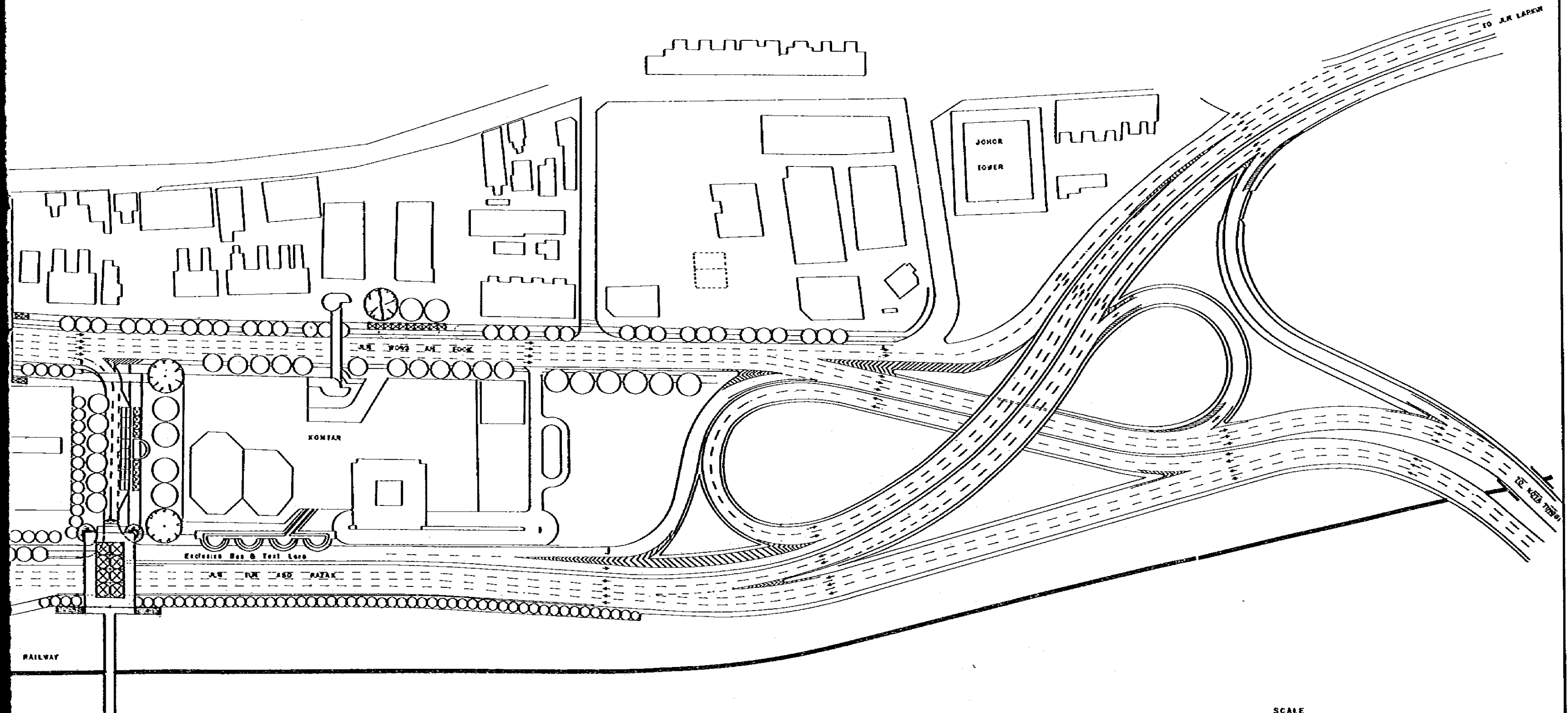
PEDESTRIAN FACILITY & TRAFFIC
MANAGEMENT
(SHORT TERM PLAN)



SCALE

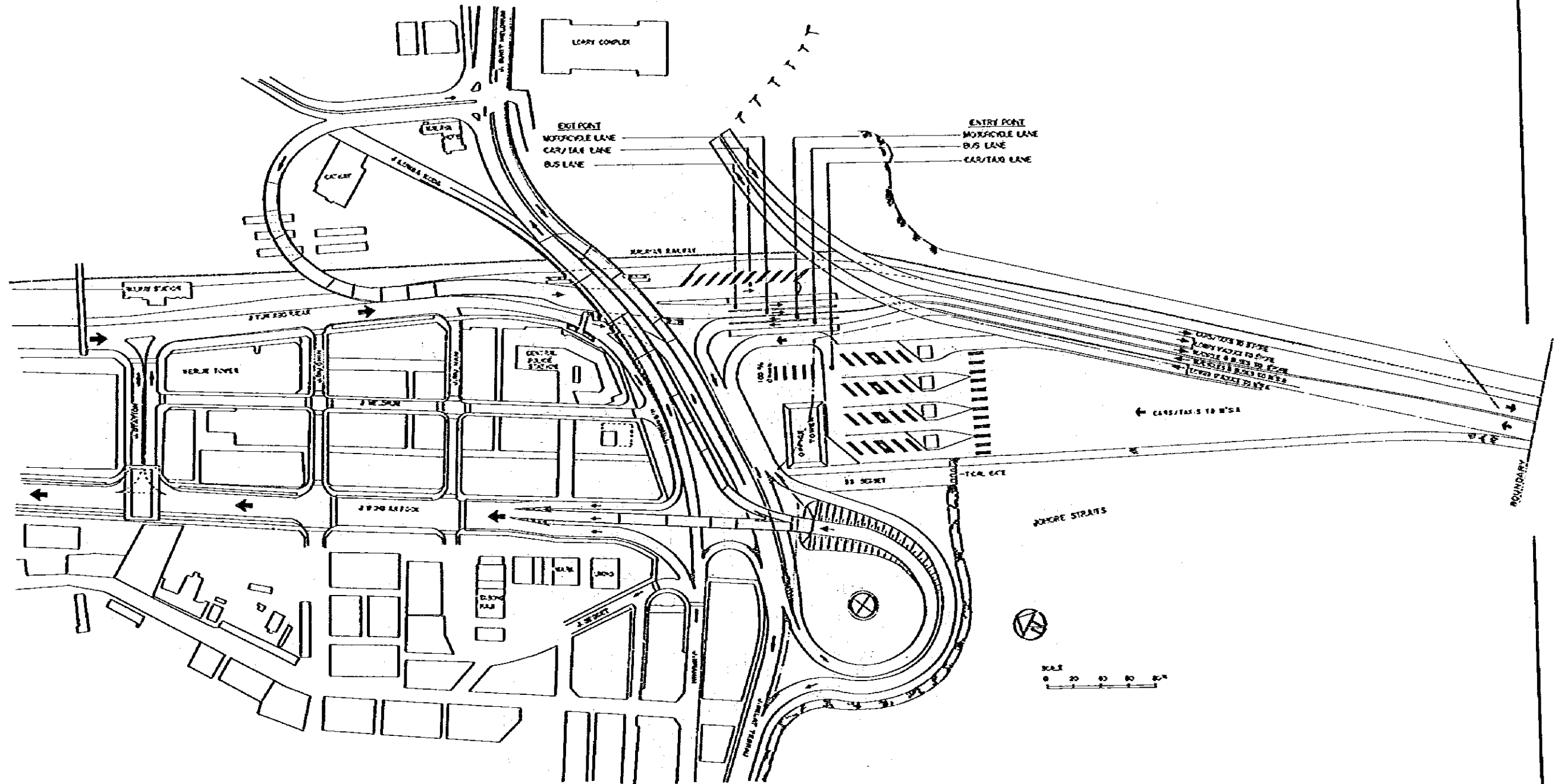
PROJECT
CAUSEWAY TRAFFIC
DISPERSAL SCHEME

CILITY & TRAFFIC
 ANAGEMENT
 (SHORT TERM PLAN)



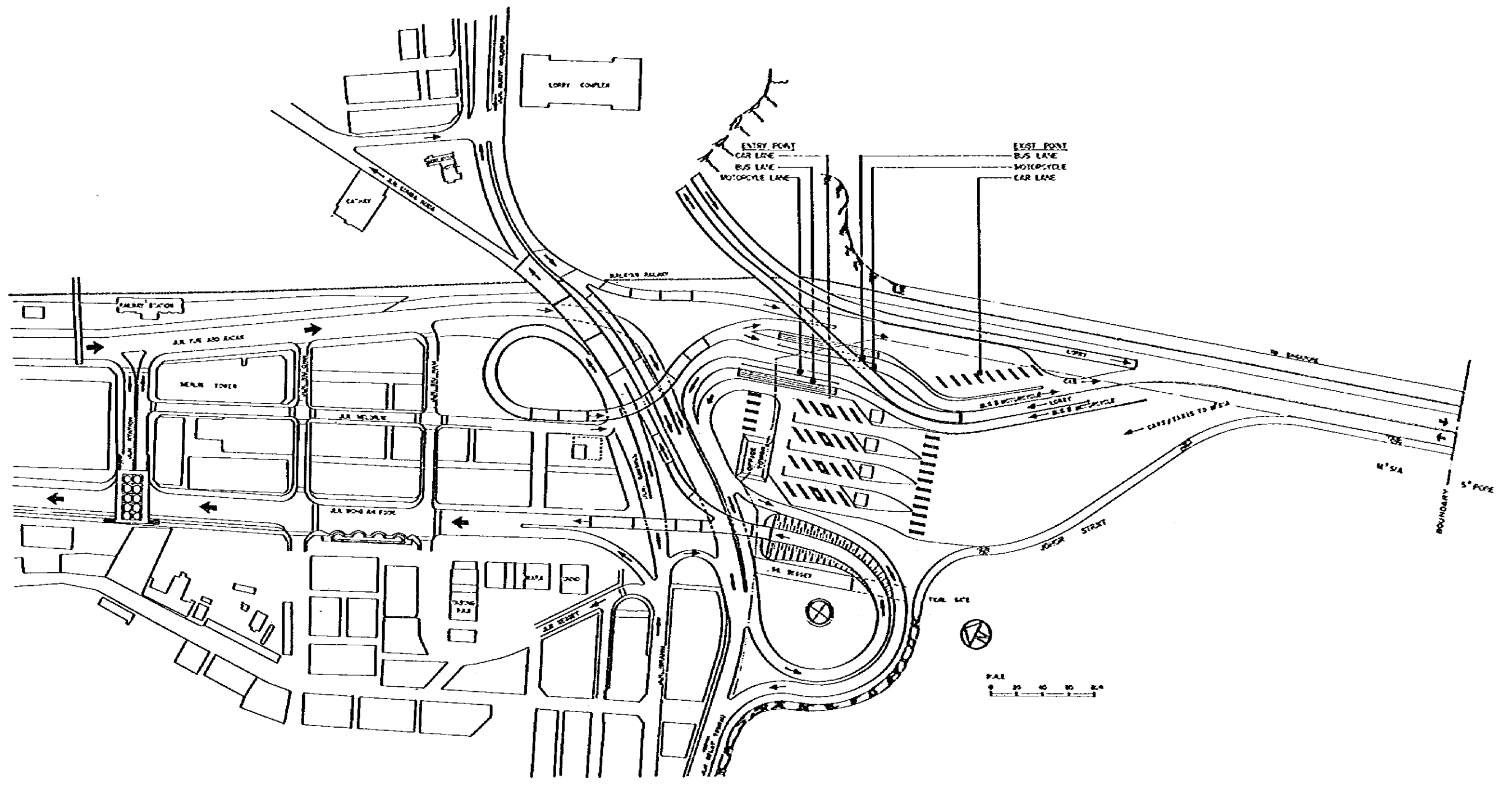
PROJECT	DRAWING TITLE	SCALE	TOTAL SHEET
CAUSEWAY TRAFFIC DISPERSAL SCHEME	PEDESTRIAN FACILITY & TRAFFIC MANAGEMENT (SHORT TERM PLAN)	AS SHOWN	65

ALTERNATIVE TRAFFIC DISPERSAL SCHEME 2 WITH
CAUSEWAY CONCEPT A

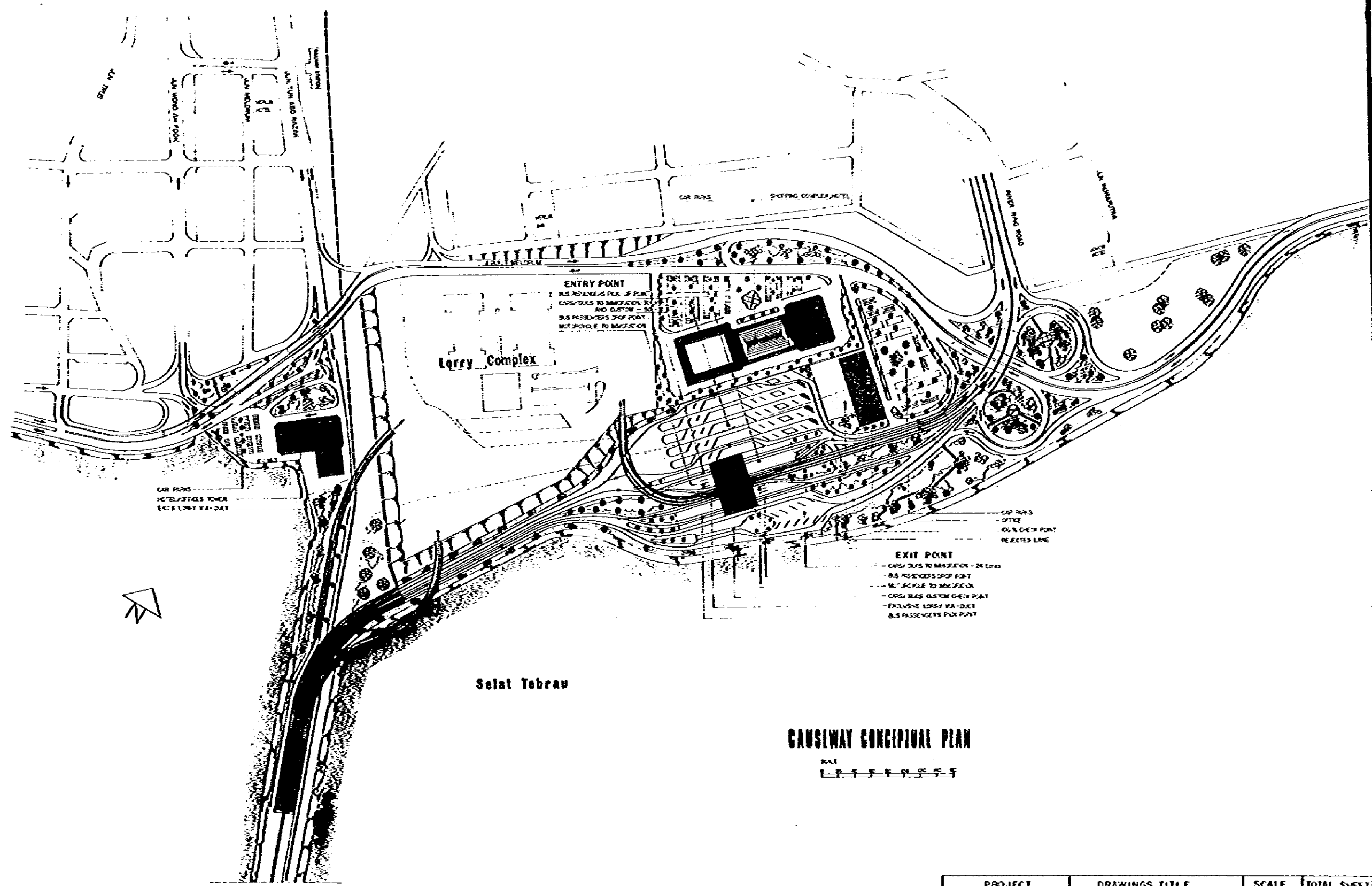


PROJECT	DRAWINGS TITLE	SCALE	TOTAL SHEET
CAUSEWAY TRAFFIC DISPERSAL SCHEME	TRAFFIC DISPERSAL SCHEME 2 WITH CAUSEWAY CONCEPT A		67

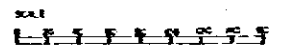
ALTERNATIVE TRAFFIC DISPERSAL SCHEME 3 WITH
CAUSEWAY CONCEPT A



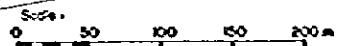
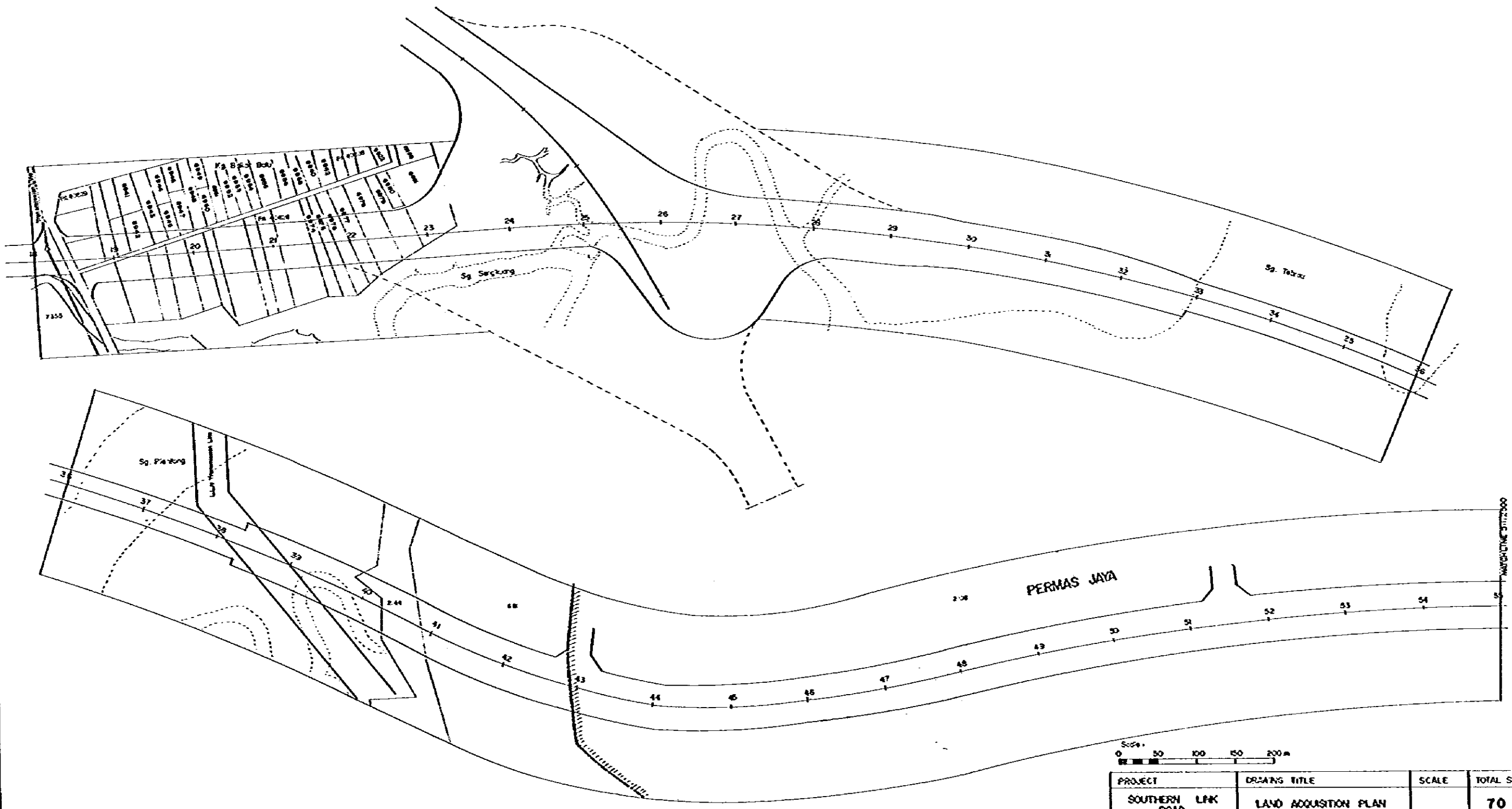
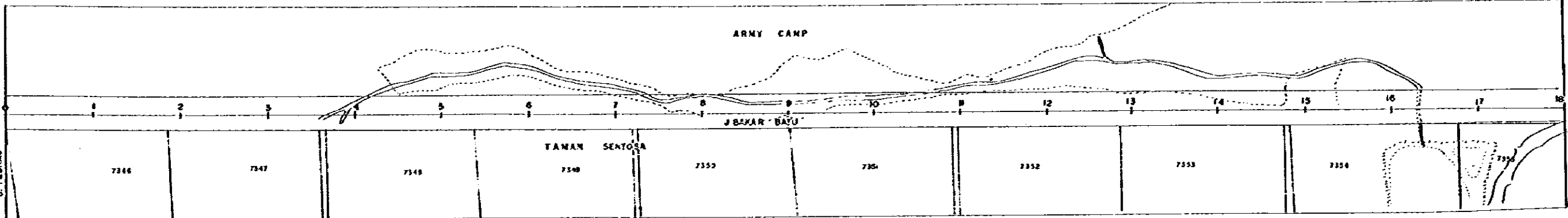
PROJECT	DRAWINGS TITLE	SCALE	TOTAL SHEET
CAUSEWAY TRAFFIC DISPERSAL SCHEME	TRAFFIC DISPERSAL SCHEME 3 WITH CAUSEWAY CONCEPT A		68



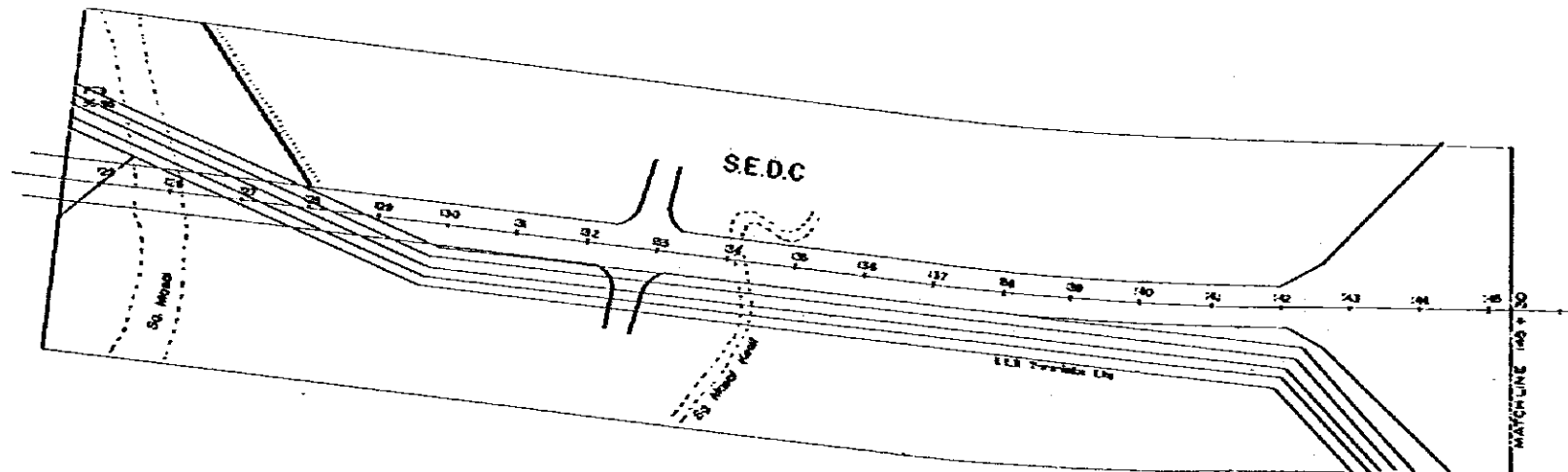
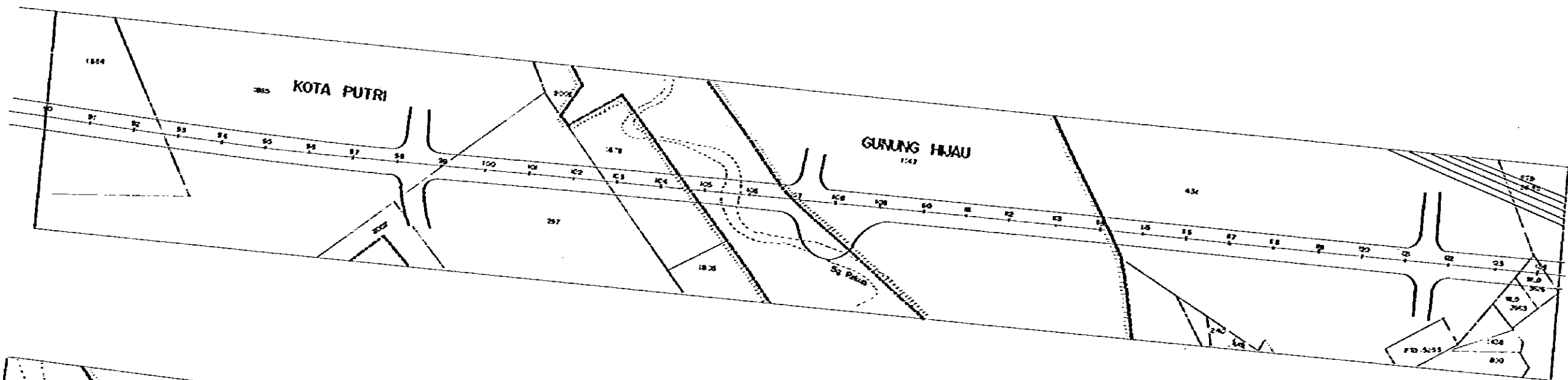
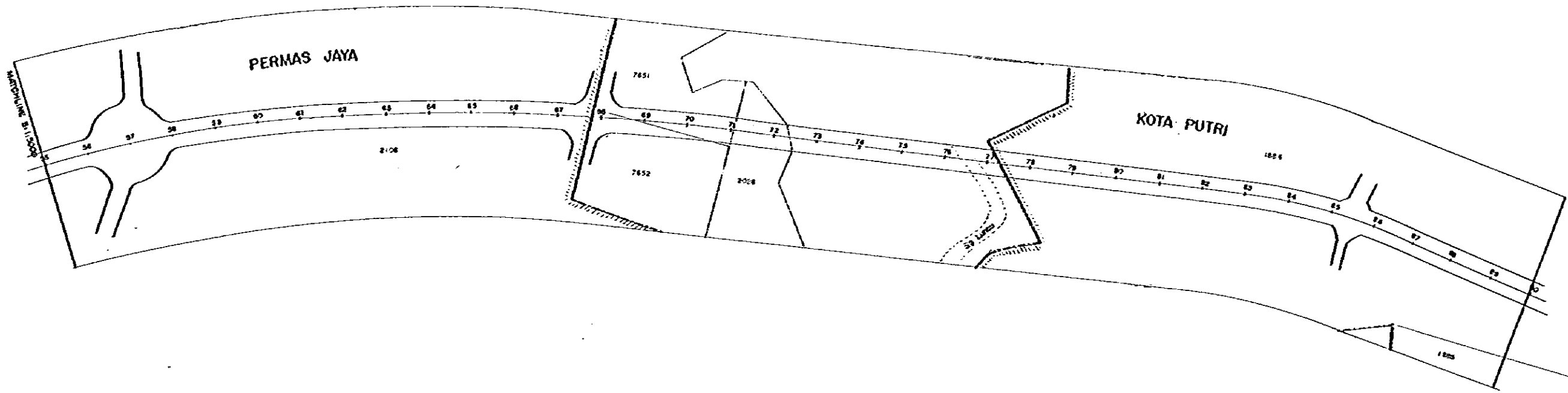
CAUSEWAY CONCEPTUAL PLAN



PROJECT	DRAWINGS TITLE	SCALE	TOTAL SHEET
CAUSEWAY TRAFFIC DISPERSAL SCHEME	CAUSEWAY CONCEPT C.		69

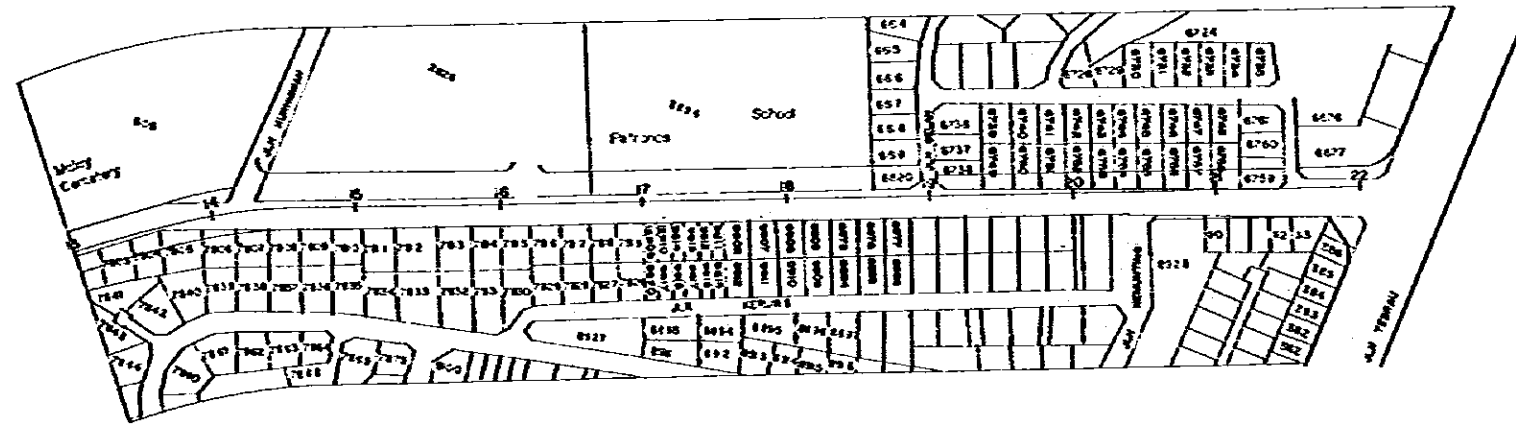
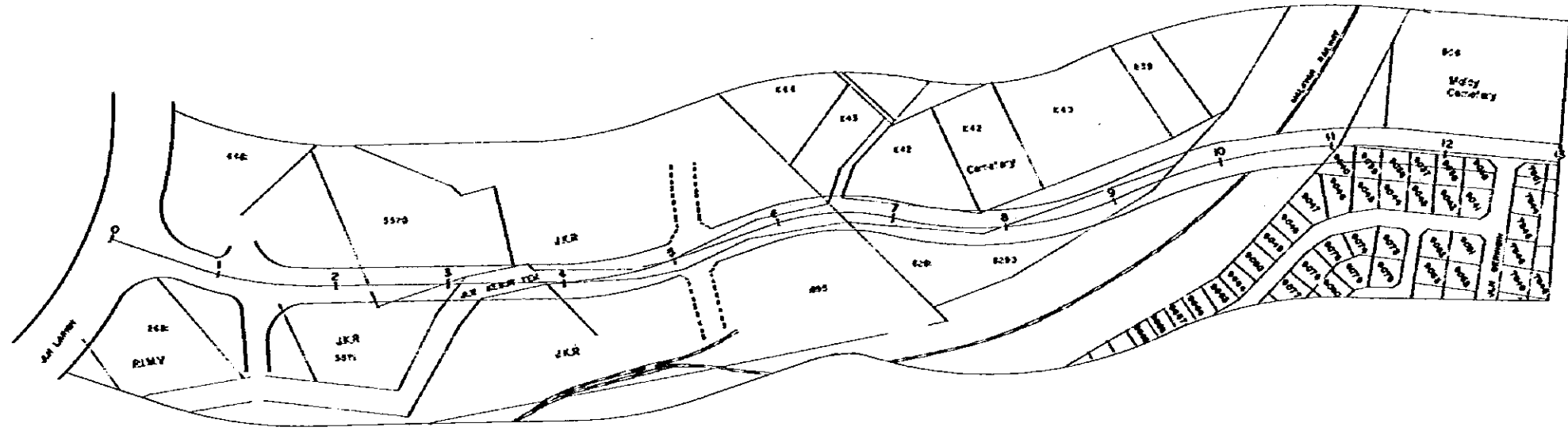


PROJECT	DRAWING TITLE	SCALE	TOTAL SHEET
SOUTHERN LINK ROAD	LAND ACQUISITION PLAN		70

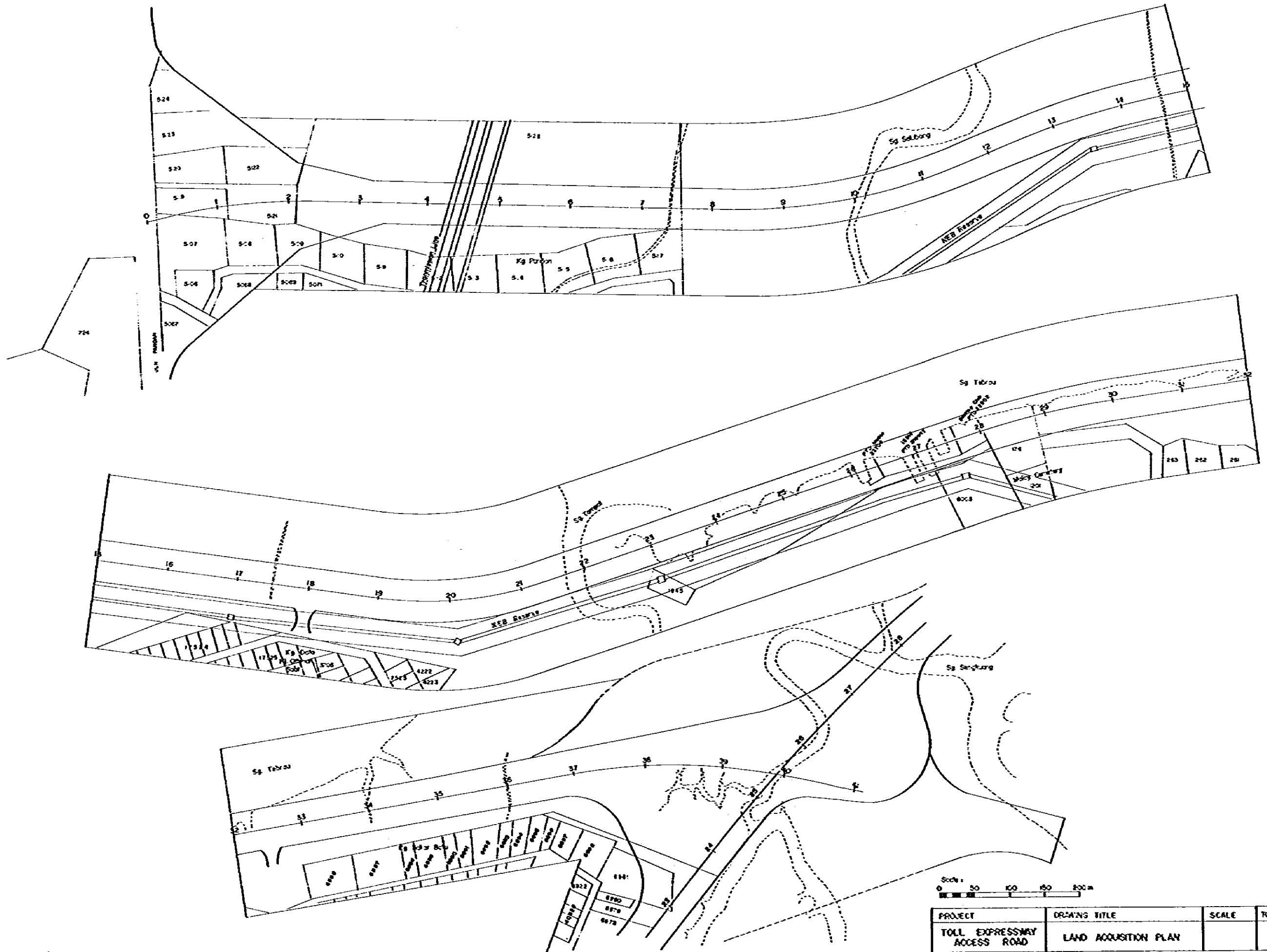


SCALE
 0 50 100 200 300 400 m

PROJECT	DRAWING TITLE	SCALE	TOTAL SHEET
SOUTHERN LEX ROAD	LAND ACQUISITION PLAN		71

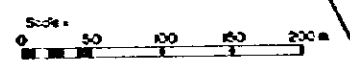
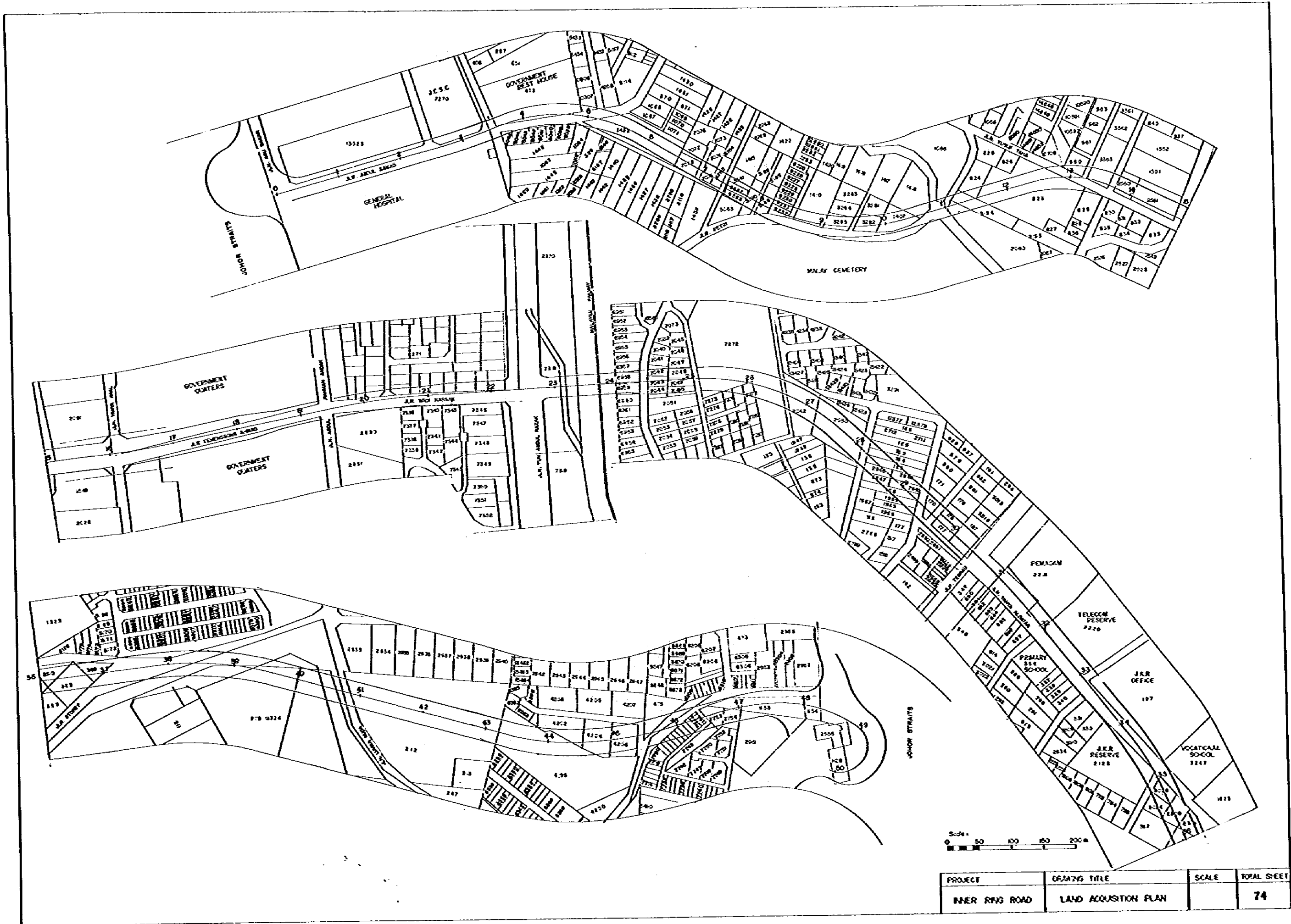


PROJECT	DRAWING TITLE	SCALE	TOTAL SHEET
SOUTHERN LEX EXTENSION	LAND ACQUISITION PLAN		72



Scale: 0 50 100 150 200m

PROJECT	DRAWING TITLE	SCALE	TOTAL SHEET
TOLL EXPRESSWAY ACCESS ROAD	LAND ACQUISITION PLAN		75



PROJECT	DRAWING TITLE	SCALE	TOTAL SHEET
INNER RING ROAD	LAND ACQUISITION PLAN		74

JICA